

The Hongkong Telegraph

(ESTABLISHED 1861.)

NEW SERIES No. 5881

號七十二月十年三十三緒光

MONDAY, DECEMBER 2, 1907.

一拜禮

號二月二十英港香

\$30 PER ANNUM
SINGLE COPY, 10 CENTS

Banks.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP.....Yen 24,000,000
RESERVE FUNDS....." 15,550,000

Branches and Agencies.

TOKYO, CHYFOO, TIENSIN, KOBE, OSAKA, NAGASAKI, LONDON, LYONS, NEW YORK, SAN FRANCISCO, HONOLULU, HAWAII, SHANGHAI, HANKOW.

Head Office—YOKOHAMA.

HONGKONG:—INTEREST ALLOWED. On Current Account at the rate of 2 per cent. per annum on the Daily Balance.

On fixed deposit:—
For 12 months.....5% p.a.
" 6 ".....4% " "
" 3 ".....3% " "

TAKEO TAKAMICHI, Manager.

Hongkong, 31st October, 1907. [17]

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES IN CHINA, THE PHILIPPINE ISLANDS AND THE REPUBLIC OF PANAMA.

CAPITAL PAID UP.....GOLD \$1,250,000
RESERVE FUND.....GOLD \$1,250,000
= ABOUT MEX \$5,000,000

HEAD OFFICE: 60 WALL STREET, NEW YORK.

LONDON OFFICE: THREADNEEDLE HOUSE, E.C.

LONDON BANKERS: BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

THE CAPITAL AND COUNTRIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 2% per annum on daily balances and accepts Fixed Deposits at the following rates:—

For 12 months 4% per annum.
" 6 " 3% " "
" 3 " 2% " "

No. 9, Queen's Road Central, Hongkong.

W. M. ANDERSON, Manager.

Hongkong, 24th July, 1907. [18]

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP.....Sh. Tael 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES: Berlin, Calcutta, Hamburg, Hankow, Kobe, Peking, Singapore, Tientsin, Tainanfu, Tsingtau, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND BANKERS: Koenigliche Seehandlung (Preussische Staatsbank), Direction der Disconto-Gesellschaft, Deutsche Bank, S. Bleichroeder, Berlin.

Berliner Handels-Gesellschaft, Bank fuer Handel und Industrie, Robert Warshawsky & Co., Mendelssohn & Co., M. A. von Rothschild & Soehne, Frankfurt.

Jacob S. H. S. & Co., Norddeutsche Bank in Hamburg, Hamburg, Sal. Oppenheim jr. & Co., Koeln, Bayerische Hypothek und Wechselbank, Muenchen.

LONDON BANKERS: Messrs. N. M. Rothschild & Sons, The Union of London and Smith's Bank, Limited.

DEUTSCHE BANK (BERLIN), LONDON AGENCY, DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Accounts. DEPOSITS received on terms which may be learned on application. Every Description of Banking and Exchange business transacted.

F. JUNG, Manager.

Hongkong, 11th January, 1907. [19]

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL Fl. 45,000,000 (£3,750,000).

RESERVE FUND Fl. 5,378,375 (about £448,000).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES: Singapore, Penang, Shanghai, Rangoon, Semarang, Sourabaya, Cherbon, Tegal, Pecalongan, Pasoeroean, Tjilatjap, Padang, Medan (Deli), Palembang, Kota-Radja (Acheen), Bandjermain.

Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.

LONDON BANKERS: THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED. On Current Accounts 2% per annum on daily balances.

Fixed Deposits 12 months 4% per annum.

Do 6 do 3% do.

Do 3 do 2% do.

J. L. VAN HOUTEN, Agent.

Hongkong, 19th November, 1907. [20]

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$10,000,000

RESERVE FUNDS:—
Sterling.....£1,000,000 at 2/11=110,000,000

Silver.....\$11,750,000

RESERVE LIABILITY OF PROPRIETORS.....\$21,750,000

COURT OF DIRECTORS: G. H. Medhurst, Esq., Chairman.

Hon. Mr. Henry Keswick, Deputy Chairman.

A. Fecht, Esq., R. Shewan, Esq., L. Goett, Esq., H. A. W. Slade, Esq., A. Haupt, Esq., H. E. Tomkins, Esq., C. R. Leemann, Esq., A. J. Raymond, Esq.

CHIEF MANAGER: Hongkong—J. R. M. SMITH.

MANAGER: Shanghai—H. E. R. HUNTER.

LONDON BANKERS—LONDON AND COUNTRY BANKING COMPANY, LIMITED.

HONGKONG:—INTEREST ALLOWED. On Current Account at the rate of 2 per cent. per annum on the daily balance.

ON FIXED DEPOSITS: For 12 months, 2% per cent. per annum.

For 6 months, 1% per cent. per annum.

For 12 months, 4% per cent. per annum.

J. R. M. SMITH, Chief Manager.

Hongkong, 17th August, 1907. [21]

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3% PER CENT. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION, J. R. M. SMITH, Chief Manager.

Hongkong, 12th January, 1907. [22]

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

PAID-UP CAPITAL.....£ 800,000

Shortly to be increased to £1,200,000

RESERVE FUND.....£1,075,000

Shortly to be increased to £1,475,000

RESERVE LIABILITY OF PROPRIETORS.....£ 800,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 2 per cent. per annum on the Daily Balances.

On Fixed Deposits for 12 months, 4% per cent.

" 6 " 3% " "

" 3 " 2% " "

" JOHN ARMSTRONG, Manager.

Hongkong, 15th May, 1907. [23]

NEDERLANDSCH-INDISCHE HANDELS BANK.

(NETHERLANDS INDIA COMMERCIAL BANK.)

ESTABLISHED 1863.

Authorized Capital, Fl. 15,000,000 (£1,250,000).

Subscribed Capital, Fl. 10,000,000 (£800,000).

Reserve Fund.....Fl. 2,112,570.35 (£176,048).

Head Office—AMSTERDAM.

Sub-Office—THE HAGUE.

Head Agency—BATAVIA.

BRANCHES:—At Singapore, Sourabaya, Samarang, Indramajoor, Bandoeeng and Weltevreden.

CORRESPONDENTS:—At Cheribon, Tegal, Pecalongan, Macassar, Pontianak, Padang, Medan, Penang, Rangoon, Calcutta, Bombay, Madras, Colombo, Karachi, Djeddah, Bangkok, Saigon, Shanghai, &c.

BANKERS: London—The Williams Deacons Bank, Ltd. Swiss Bankverein.

Paris—Comptoir National d'Escompte de Paris.

Berlin—Deutsche Bank.

Brussels—Banque de Paris et des Pays Bas.

Vienna—Union Bank.

Rome—Banca Commerciale Italiana.

THE BANK buys and sells and receives for collection Bills of Exchange, issues Letters of Credit payable in all important places of the world and transacts every description of Banking and Exchange business.

On Current Accounts at the rate of 2% per annum on the daily balances.

On Fixed Deposits: 12 months 4% per annum.

" 6 " 3% " "

" 3 " 2% " "

J. BOETTJE, Manager.

16, Des Vaux Road Central.

Hongkong, 11th January, 1907. [24]

Notice of Firm.

INTERNATIONAL SLEEPING-CAR

and EXPRESS TRAINS Co.

(THE GREAT TRANS-SIBERIAN ROUTE TO EUROPE.)

HAVING been appointed AGENTS for the above Company, we shall be pleased to give any information as to rates of passage, &c., in connection with above.

SHEWAN, TOMES & Co. Agents.

Hongkong, 31st July, 1907. [25]

Ships.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR SHANGHAI, MOJI, KOBE & PESHAWAR, YOKOHAMA

MARSEI LLES, LONDON and ANTWERP

SHANGHAI, MOJI, KOBE & YOKOHAMA

SHANGHAI

LONDON, &c., via usual Ports (MALTA)

or Further Particulars, apply to

E. A. HEWETT, Superintendant.

Hongkong, 30th November, 1907. [26]

Intimations.

LANE, CRAWFORD & CO.

NEW STOCK OF

COAL VASES

IN Brass, Iron, and Copper.

BRASS & IRON CURB SUITES.

FIRE IRONS. FIRE BRASSES.

COAL VASE TONGS.

FIRE SCREENS. FIRE GUARDS.

LANE, CRAWFORD & CO.

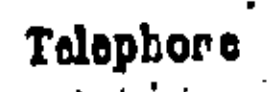
GUINNESS'S STOUT

AND

BASS PALE ALE.

"HORSEHEAD" BRAND.

IN QUARTS, PINTS, AND SPIRITS.



Telephone No. 75.

CALDBECK MACGREGOR & CO.

WINE AND SPIRIT MERCHANTS.

HONGKONG, CANTON & MACAO

STEAMBOAT COMPANY, LIMITED.

EXCURSION TO MACAO.

On SUNDAY, the 8th December,

THE Company's Steamship

"SUI-AN"

will depart from DOUGLAS WHARF at 9 A.M.

Returning from Macao at 5 P.M.

Meals and Refreshments supplied on board.

Saloon: Return Fare.....\$4.00

" " on the following day.....5.00

" Single.....2.00

Popular Excursion Rates as usual.

Children under 12 years Half-Price.

NO CHITS will be accepted, and servants' passage must be paid for.

N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the COMPANY'S WHARF. This steamer connects with the returning steamer from Macao.

W. E. CLARKE, Secretary.

Hongkong, 2nd December, 1907. [27]

Intimations.

One of the most prominent Medical men of China said:

"Where Bear Brand Milk

Known, the public have no further complaint as to their milk supply."

For Sale at

LANE, CRAWFORD & CO.

THE MUTUAL STORES.

and all its BRANCHES.

A. S. WATSON & CO., LD.

and the Agents—

F. BLACKHEAD & Co.

Hongkong, 2nd October, 1907. [28]



THE CITY OF PARIS,

PARISIAN DRESSMAKERS AND COURT MILLINERS,

2, PRUDER STREET, MADAME FLINT, MANAGERESS.

JUST RECEIVED.

A Large Assortment of EVENING GOWNS from \$60.

Also Furs, Feather Boas, Trimmings, &c. [29]

CHAMPAGNE.

G. H. MUMM & CO.

THE MOST POPULAR WINE.

Can be had in the following qualities:

EXTRA DRY (Gout Americain).

BRUT (Cordon Rouge).

Sales in the United States exceed the total of all other Brands.

Served in all Clubs and First-class Hotels, and obtainable at all Wine Merchants in the Colony, and from Shewan, Tomes & Co., sole agents.

[34]

Hotels.

CONNAUGHT HOTEL,

HONGKONG.

A FIRST-CLASS EUROPEAN HOTEL,

SITUATED IN THE MAIN STREET NEAR THE BANKS AND PRINCIPAL OFFICES.

319 CTLY EUROPEAN MANAGEMENT.

Wines and Spirits of the very Best Quality.

Bath to Every Room.

Hot and Cold Water Throughout.

Hotel Launch Meets all Steamers.

Special Terms for Tourists and Parties or Families.

FOR TERMS APPLY TO—

THE MANAGER & AGENT.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

Military Band during dinner on Saturday Nights.

A. F. DAVIES,

Manager. [35]

VICTORIA HOTEL,

(TELEGRAMS—VICTORIA—SHAMKUN),

SHAMEEN, CANTON,

ON THE BRITISH CONCESSION.

H. HAYNES,

Manager.

MACAO HOTEL,

(TELEGRAMS—FARMER—MACAO).

MACAO, CHINA,

IN THE CENTRE OF THE PRAIA GRANDE.

Capt. T. AUSTIN,

Manager.

BOTH HOTELS ELECTRICALLY LIGHTED AND UNDER EXPERIENCED EUROPEAN MANAGEMENT.

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND TOURISTS.

HOTEL CRAIGIEBURN,

PIANKEE'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1907. [36]

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM" 2,361 Tons, "POWAN" 2,318 Tons, "FATSHAN" 2,260 Tons, "KINSHAN" 1,995 Tons, "HEUNGSHAN" 1,998 Tons.

Commencing from Sunday, the 1st December, the following will be the order of running the Canton steamers until further notice:

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), to P.M. (Saturday excepted).

On Tuesday and Sunday, no steamers leaving Hongkong at 10 P.M.

On Thursday and Friday, 11 P.M.

Departures from CANTON to HONGKONG daily at 8 A.M., 12 Noon and 5 P.M. (Sunday excepted). S.S. "KINSHAN" will use the Wharf near the Central Market, other steamers will use the Coy's Wharf.

The S.S. "POWAN" will leave Hongkong every Monday, Wednesday at 9 P.M. and Friday at 11 P.M. from Queen Street Wharf, West, returning from Canton every Tuesday, Thursday and Saturday at 5 P.M.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "SUNAN" 1,651 tons, Captain W. A. Valentine.

S.S. "SU-TAI" 1,651 tons, Captain G. F. Morrison.

Departures from Hongkong to Macao on week days at 8 A.M. from DOUGLAS WHARF and at 3 P.M. from the COMPANY'S WHARF.

On Sundays Special Cheap Excursions leaving Hongkong at 9 A.M. from DOUGLAS WHARF and from Macao at 5 P.M.

The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's wharf.

Departures from Macao to Hongkong on week days at 7.30 A.M. and 2 P.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD. AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM" 1,651 tons, Captain S. Bell Smith.

S.S. "NANNING" 1,651 tons, Captain Mackintosh.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

Hotel Mansions, (First Floor), opposite the Hongkong Hotel.

Or of BUTTERFIELD & SWIRE, Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 30th November, 1907.

WEST RIVER BRITISH STEAMSHIP COMPANIES.

HONGKONG-WUCHOW LINE.

THE Steamers "LINTAN" and "SAN-UI" sail from HONGKONG TWICE A WEEK AND COMPLETE THE ROUND TRIP IN 6 DAYS. These steamers have Excellent Saloon Accommodation, and are Lighted Throughout by Electricity. THE CLIMATE ON THE WEST RIVER DURING THE WINTER MONTHS IS VERY FINE AND EXHILARATING.

For further information apply to—

BUTTERFIELD & SWIRE, AGENTS.

WEST RIVER BRITISH S.S. COMPANIES.

Hongkong, 2nd November, 1907.

IMPERIAL BREWING COMPANY, LIMITED.

PURE CREAM BEER.

For samples and prices please apply to

WINE GROWERS SUPPLY CO.

BARRETTO & CO.

General Agents.

Hongkong, 22nd October, 1907.

REGULAR HONGKONG-CANTON LINE OF STEAMERS

OF THE

COMPAGNIE FRANÇAISE DES INDES ET DE L'EXTREME ORIENT.

S.S. "PAUL BEAU" 1,900 tons, 14 knots.

S.S. "CHARLES HARDOUIN" 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line. Departure from Hongkong at 9.30 P.M. (Sundays excepted). Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine. The Company's Wharf is at the end of Wing Lok Street (Tram Station). Canton Agents—Messrs. E. Pasquet & Co. For further particulars, please apply to—

BARRETTO & CO., Agents.

Hongkong, 5th April, 1907.

Hotel.

KOWLOON HOTEL,

HONGKONG.

NEEDS NO ADVERTISING.

World-Wide Reputation. The only First-class Hotel in Kowloon. Most Charming and Popular Resort in the Colony. Electric Lights, Fans and Call Bells. Bath Rooms attached to Each Room.

Telegraphic Address:

"CHEF" HONGKONG.

Telephone No. K4

Unrivalled for Comfort and Cuisine. Thoroughly Up to Date with Every Modern Luxury. Billiards and Bowling Alleys. Moderate Terms and No Extras. Modern Management.

O. E. OWEN,

Proprietor.

(108)

Intimation.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 80.5 ft. bottom 45.8 ft. Water on blocks, 28.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent pattern for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 378, 406, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.

Liebers, Scotts,

A. I. and Watkins.

Yokohama, May 23rd, 1905.

Mails.

NORDDEUTSCHER LLOYD,

BREMEN.

IMPERIAL GERMAN MAIL LINES

FOR STEAMERS TO SAIL

SHANGHAI, NAGASAKI, KOBE } "YORCK" About WEDNESDAY, the 4th Dec, 1907.

NAPLES, GENOA, ALGIERS, } "PRINCESS ALICE" WEDNESDAY, Capt. G. Roll Noon, 4th Dec, 1907.

GIBRALTAR, SOUTHAMPTON, } "PRINZ SIGISMUND" FRIDAY, Capt. D. Lenz 5 P.M., 6th Dec, 1907.

ANTWERP and BREMEN

KUDAT and SANDAKAN } "BORNEO" Middle of Dec, 1907.

EXTRA STEAMER.

EUROPE VIA PORTS OF CALL "SACHSEN" About WEDNESDAY, Capt. Woltemas 25th Dec., 1907.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 2nd December, 1907.

JAVA-CHINA-JAPAN LIJN.

REGULAR THREE-WEEKLY SERVICE

BETWEEN

JAVA, CHINA, AND JAPAN.

Steamer.	From	On or about	Will leave for	Expected on or about
TJIKINI	JAVA	First half Dec.	JAPAN	First half Dec.
TJIPANAS	JAVA	First half Dec.	JAVA PORTS	First half Dec.
TJILIWONG	JAPAN	Second half Dec.	JAVA PORTS	Second half Dec.
TJIMAH	JAPAN	First half Jan.	JAVA PORTS	First half Jan.
TJIBODAS	JAVA	First half Jan.	JAPAN	First half Jan.
TJILATJAP	JAPAN	Second half Jan.	JAVA PORTS	Second half Jan.

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherland India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

YORK BUILDINGS, 1st floor,

Hongkong, 27th November, 1907.

Dentistry.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUIAR STREET.

REASONABLE FEE.

Consultation Free.

Hongkong, 20th June, 1904.

Dr. M. H. CHAUN,

THE LATEST METHOD

of the

AMERICAN SYSTEM OF DENTISTRY

35, QUEEN'S ROAD CENTRAL.

From the University of Pennsylvania, U.S.A.

Hongkong, 16th April, 1905.

SOME SCOTTISH FESTIVALS.

To the Scot abroad, the name of St. Andrew is as the fiery cross that calls the clans to assemble, not for battle as in the olden days but to happy gathering and pleasant conviviality. The Scot at home knows of St. Andrew as the Patron Saint of his country, but has usually a hazy notion of the date of that Saint's anniversary and the day, in the festive sense, is regarded not at all. It is only when he leaves the old country and dwells among other nationalities that he remembers Scotland's Saint and rallies round the St. Andrew's Cross, and the Scottish Standard, sharing the haggis and the mountain dew with all his friends and compatriots.

The New Year, Burns' Night, and Halloween are the Scottish festivals at home. Long ago Scotland in her anxiety to shake off the yoke of the Church had all Church festivals and holidays disregarded and set at naught, so that even to this day Christmas is of little account and all well-wishing and festivity are reserved for the New Year. This is chiefly the working man's holiday and he takes full advantage of it. The old year is at the last gasp when he sets forth to bring in the new. With pockets well lined with bath-buns, short bread and other delicacies, not forgetting the necessary bottle, he starts out to first-foot all his friends and make them partake of his good cheer, taking like hospitality in return.

Twenty-five days later comes the anniversary of the birth of Robert Burns which must be celebrated by a dinner or supper consisting of all the national dishes and washed down by copious draughts of the national beverage. In this feast the fair sex has no share; only man may partake. Why this should be is curious, as Rabbie as we all know was never averse to the presence of beauty, and I am sure if his shade could visit some of the many feasts held in his honour, his vanity might be flattered. Another injustice to womanhood for the Women's Rights League to take up. Why is there not a Scottish Marie Corelli to cry out against this guzzling and drinking propensity of "Coward Adam," but I am sure the "fleck" of the wives are glad when the event is over and will have had enough of it without being present at the feast. They had been worried to search "Burns" for suitable quotations, had posed as audience, and acted as prompter night after night, and yet the speech was not perfect, but now this night it would be dictated on others and they felt free once more.

Next comes Halloween (All Hallow's Eve) regarded not at all by the Scotchman abroad but looked forward to for days by the youngest school-boy, who has been saving up his pence for the purchase of a false-face, a lantern and the necessary supply of nuts and apples without which it would not be Halloween. They form into bands of from ten to a dozen, girls and boys, got up in all sorts of fancy dress, and carrying lanterns visit all the houses round about giving a small entertainment of song and dance wherever admitted. Of course they are not allowed to go empty away. These groups of youngsters have earned the name of "The Goshawks." The origin of the word is a mystery. Every year the newspapers contain letters with wonderful solutions of the derivation of the word, but it is still wrapped in obscurity.

To see Halloween held properly in the old time manner one has to go into the country districts. There the big farm kitchen is cleared for action. The largest three-legged pot full of "chappie" tatties (potatoes well beaten) is placed in the centre of the floor and the guests crowd round each armed with a horn spoon. The light is lowered, and all set to, the old ones eating over the heads of the younger members who are kneeling round. There is great excitement, for hidden amongst the potatoes is the knowledge of the future we are all so anxious to peer into. Some one gets the three-penny piece that foretells future riches. All the young women are eager to secure the ring, as that portends a speedy marriage.

The two items of luck to be avoided are the thimble and the button as the unlucky finder is doomed to old maiden-hood or bachelorhood. Then there is the tiny China doll which generally falls to the shy young bachelor, who is unmercifully chaffed on being the prospective father of a large family. Then when fortune has settled the future so far, dookin' for apples taken place. The competitor in his eagerness after some special specimen of Adam's fall often goes further into the tub than he intended. Fortune is again further tempted by the three basins, one containing fresh water, the second dirty water and the third being empty. The position of these bowls is frequently changed and the seeker into the future is blind-folded. Does he place his hand in the bowl containing the clean water then his matrimonial future is all sunshine and happiness; should he choose the dirty water, then he may expect a wife to correspond; and lastly if the empty bowl falls to his lot, then the future is his own, as he will have neither good nor bad hope to worry him but will remain a happy bachelor.

Now the company gather round the blazing fire and future husbands and wives are burned together in the form of nuts. Should they blaze away together side by side, a future of peace and contentment is foretold. But should they explode and fly apart then quarrels innumerable lurk in that matrimonial adventure. Tongues now begin to wag and creepy stories are told of past Halloweens and the doings of Auld Hornie, ghosts of warlocks, who were allowed to work their wicked will on this one night of the year. We all get closer together as the stories circle, take shuddering furtive glances behind into the dark corners and think of the eerie shadowy way homeward. A farewell glass makes us brave again and like to the Halloween gathering that Burns has immortalized, we end the night.

Wi' merry sangs an' friendly crack,
I wot they did as weary;
An' unco tales, an' funny jokes,
Their sports were cheap an' cheery.
Till buttered scones an' fragrant loaves,
Set at their gabs a steaming
Synn, wi' a social glass o' strain,
They parted off careering
For blithe that night.

—G. S. in Singapore Free Press

Consignees.

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "ERROLL" FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd proximo will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 20th December, or they will not be recognized. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd proximo, at 3 P.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & CO., LIMITED, Agents.

Hongkong, 26th November, 1907. (1029)

S.S. "TOURANE."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex s.s. "Dardogne" and "Mataban," from Havre ex s.s. "Mataban," and from Bordeaux ex s.s. "Ville de Lorient," in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence and/or from the wharves delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after TUESDAY, the 3rd December, at Noon, will be subject to rent and landing charges. All claims must be sent in to me on or before the 3rd December, or they will not be recognized.

All damaged packages will be examined on TUESDAY, the 3rd December, at 3 P.M. No Fire Insurance has been effected. G. DE CHAMBERAUX, Agent.

Hongkong, 26th November, 1907. (1030)

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"DELTA"

FROM DOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:— From London, ex s.s. "India," From Persian Gulf, ex R.I.S.N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 24th December, at 1 P.M., will be subject to rent. No Fire Insurance will be effected by me to the cargo whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 28th November, 1907. (1031)

Intimations.

SWATOW DRAWN WORK COMPANY.

38, WELLINGTON STREET.

Dealers in all kind of

HAND-MADE DRAWN CHINESE

LINEN, GRASS CLOTH, &c.,

all of the best quality;

ALSO

SWATOW BEST PRINTER-WARE,

CANTON EMBROIDERY and CHINESE

LACES,

all from the best French patterns.

HONGKONG AND SWATOW.

Hongkong, 19th October, 1907. (1032)

SELF CURE NO FICTITIOUS

MARVEL UPON MARVEL

NO SUFFERER

NEEDS NOW DESPAIR

THERAPION

THERAPION NO. 1—A sovereign

remedy for diarrhoea, suppurating abscesses, the use of medical science, whilst thousands have been restored to health and happiness who for years previously had been nearly dragged out a miserable existence.

THERAPION NO. 2—A sovereign

remedy for primary and secondary skin eruptions, ulcers, rashes and swellings of the throat and all those conditions which surgery and sanatoria are popularly but erroneously supposed to cure. This preparation purifies the whole system through the blood, and thereby eliminates all noxious matter from the body.

THERAPION NO. 3—A sovereign

remedy for debility, nervousness, indigestion, flatulency, diarrhoea, dyspepsia and all disorders resulting from disipation, early excesses, which the ordinary medicine does not cure, but which this preparation cures by its invigorating action on the system.

THERAPION NO. 4—A sovereign

remedy for all forms of rheumatism, neuralgia, sciatica, and all other forms of nerve pain, and all other forms of nerve pain, and all other forms of nerve pain.

THERAPION NO. 5—A sovereign

remedy for all forms of rheumatism, neuralgia, sciatica, and all other forms of nerve pain, and all other forms of nerve pain.

THERAPION NO. 6—A sovereign

remedy for all forms of rheumatism, neuralgia, sciatica, and all other forms of nerve pain, and all other forms of nerve pain.

THERAPION NO. 7—A sovereign

remedy for all forms of rheumatism, neuralgia, sciatica, and all other forms of nerve pain, and all other forms of nerve pain.

THERAPION NO. 8—A sovereign

remedy for all forms of rheumatism, neuralgia, sciatica, and all other forms of nerve pain, and all other forms of nerve pain.

THERAPION NO. 9—A sovereign

remedy for all forms of rheumatism, neuralgia, sciatica, and all other forms of nerve pain, and all other forms of nerve pain.

THERAPION NO. 10—A sovereign

remedy for all forms of rheumatism, neuralgia, sciatica, and all other forms of nerve pain, and all other forms of nerve pain.

Intimations.

Powell's
ALEXANDRA
BUILDINGS.

VIYELLA

BLOUSES,

\$5.50 each.

VIYELLA

BLOUSES,

\$6.50 each.

VIYELLA

BLOUSES,

\$7.50 each.

Smart,

Well-made,

Splendid

Value.

POWELL'S
HONGKONG.

(Hongkong, 30th November, 1907.)

Auctions.

By Order of the Mortgagees.

PUBLIC AUCTION.

MR. GEORGE P. LAMBERT has received instructions to sell by PUBLIC AUCTION, TO-MORROW, the 2nd day of December, 1907, at 3 o'clock in the afternoon, at his Auction Rooms, in Duddell Street, Victoria, Hongkong, THE FOLLOWING VALUABLE LEASEHOLD PROPERTY situated at PING CHAU in the New Territories in the Colony of Hongkong, viz:—

ALL THAT PIECE OR PARCEL OF GROUND situated at Ping Chau aforesaid and known and registered in the Hongkong District Land Office as Lot No. 130 in District Ping Chau (near Lantau) in the New Territories of the Colony of Hongkong together with the buildings thereon and the rights members and appurtenances thereto belonging. Area 10,000 square feet or thereabouts.

The premises are held under all the terms and conditions of the Crown Lease thereof dated 24th January, 1905, at the Annual Crown Rent of \$2.13, which Crown Lease and a plan of the Lot can be seen and inspected at the District Land Office, Beaconsfield, Victoria aforesaid.

For further particulars and conditions of sale, apply to—
Messrs. JOHNSON, STOKES & MASTER, Solicitors for the Mortgagee,
or to
Mr. GEORGE P. LAMBERT,
The Auctioneer,
Hongkong, 20th November, 1907. [1011]



PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, TO-MORROW & WEDNESDAY, the 3rd and 4th December, 1907, at 10 A.M. each day, at H.M. Naval Yard, SUNDRY OLD AND SURPLUS NAVAL AND VICTUALLING STORES, comprising:—

OLD AND SURPLUS NAVAL STORES:—CHAIN CABLE, WOOD BLOCKS, IRON AND STEEL ROITS, HOSES, OILS, OLD IRON AND METAL, ELECTRIC CABLE, MATS AND MATTINGS, WOOD BOXES, LEATHER, COAL SACKS, OLD INDIA RUBBER, OLD BOARDS, FURNITURE, CARPET, OLD CANVAS CUTTINGS, &c. OLD AND SURPLUS VICTUALLING STORES:—BEDDING, SEAMEN'S CLOTHING, MESS TRAP, COOPERAGE MATERIALS, a large quantity of BISCUITS, &c., &c. Catalogues will be issued.

TERMS:—As usual.
HUGHES & HOUGH,
Government Auctioneers,
Hongkong, 15th November, 1907. [1000]

PUBLIC AUCTION.

BY ORDER OF THE MORTGAGEES.
MR. GEO. P. LAMBERT has received instructions to sell by PUBLIC AUCTION, on

THURSDAY, the 5th December, 1907, at 12 o'clock (noon), at his Sale Rooms, Duddell Street, The British Steamship

"WING HANG" (Tonnage 443.61) as she now lies off Mong Kok with all her Machinery, Gear and Appurtenances, Coal, Anchors, Cables, &c., &c., in

ONE LOT.
The Steamer to be at Purchaser's Risk on all of hammer when one third of the purchase money must be paid, the balance of the purchase money to be paid within a week after date of sale.

For further particulars, apply to—
GEORGE P. LAMBERT,
Auctioneer,
or
Messrs. EWENS and HARTON,
Solicitors of Vendor.
Hongkong, 27th November, 1907. [1012]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, on

FRIDAY, the 6th December, 1907, at 11 A.M., at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street, a QUANTITY OF

ENGLISH GOLD AND SILVER JEWELRY, (Part Bankrupt Stock of London Jewellers), comprising:—

DIAMOND RINGS, BROOCHES, NECK CHAINS, BRACELETS, PINS, WAR MEDALS, INSTANTLY CUTLERY, DRESSING CASES, FANCY GOODS, GOLD AND SILVER WATCHES, SILVER-PLATED GOODS, CLOCKS, &c., &c.; also

BENSON GOLD LEVER WATCH, VALUABLE GOLD ENGLISH OPEN FACE CHRONOMETER, and VALUABLE DIAMOND CLUSTER RING.

Catalogues will be issued.
TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers,
Hongkong, 30th November, 1907. [1044]

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 9th day of December, 1907, at 5 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, at Lai Chi Kok, New Kowloon, in the Territories of Hongkong, for a term of 75 years, from 5th April, 1908, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years if competent for the Government so to make it.

PARTICULARS OF THE LOT.

Regimental	Locality	Boundary Measurements	Area	Annual Rent	Upper Price
New	Lai Chi Kok, Kowloon	As per sale plan.	100,000 (approx.)	850	10,000
Inland	Kowloon				
Lot No. 1	Lot No. 1				

Hongkong, 30th November, 1907. [1045]

COMMERCIAL.

FRIED RICE MARKET.

Messrs. Lam & Rogge report on 30th November:—
Last circular bore date the 15th instant, and during the period since elapsed shipping business generally has exhibited very little life indeed. At the close operations in most directions are at a deadlock, and it is to be feared that owners have to contend with dull times for at least a couple of months to come. A radical recovery may not be looked for until the end of January or beginning of February, when, according to latest advices, the new Saigon grain will be available for export purpose.

Saigon reports have it that the season is closing with shipments up to now of 1,150,000 tons and the grand total for 1907 will be all probability reach 1,200,000 tons, which would mean a record quantity. Prospects for the next crop may also be termed satisfactory. Some time ago fears were entertained as to the result, but favourable weather conditions since lead to the belief that exports next year will hardly fall short of 1,000,000 tons.

As for actual business done since last writing: Saigon to Hongkong a spot steamer early during the fortnight obtained 11 cents per picul. 1 1/16 cents has since been held out for a boat of about 30,000 piculs capacity without finding a taker, the rate being considered too poor altogether by owners who happened to have suitable tonnage in position.

For Saigon to Philippine requirements two vessels have been secured at 19 and 23 cents respectively, according to quantity of cargo. There were certain requirements Saigon to Java, but it would appear extremely doubtful that they can be filled. Business in that direction will hardly suit owners at present on account of the difficulty of securing return cargoes.

Some Japanese tonnage is reported to have been engaged from Saigon to Japan ports for loading during February and March next; details are withheld, but one report is that quantity is 10,000 tons and rate 23 cents.

From Bangkok to this, chartering remains as yet quite impracticable. Haiphong to Hankow an Indo-China Co.'s steamer has been engaged to carry a cargo of cement at the rate of 80 cents per cask, stevedore free at both ends. Two similar charters have been effected at Shanghai. Total shipments said to have been 40,000 casks.

Prior to Newchwang having become ice-bound, viz., on the 25th instant, no further fixtures have been effected. Yangtze trade is dull at the moment, but a revival may set in at any moment. Rates to the South have not fluctuated.

As for coal freights, business has been done from Haiphong to Canton, at \$1.65 per ton. \$2.00 has been paid to secure a vessel from Wakamatsu for Foochow. Moji has been inactive, partly owing to the high prices asked by mine owners for their coal. Nothing doing from Hongay in any direction.

To load timber at Rajang for Hongkong, a steamer has been settled on lump sum basis. Sail freights:—Nothing doing. Sail tonnage loading or to load:—British bark *Editha*, 2,968 tons, arrived 14th August. British bark *Lawhill*, 1,950 tons, arrived 28th August.

Sail tonnage disengaged:—None. Departure of sailers:—None.

A TWELVE YEARS TEST.

THIS RANGOON TELEGRAPHIST, CURED OF MALARIA AND AGUE TWELVE YEARS AGO, HAS NEVER HAD AN ATTACK SINCE.

HE OWES THIS TO
Dr. Williams' Pink Pills.

Mr. Sydney Sterling, residing at 49-49th Street, Rangoon, is a telegraphist in the Burma Government service.

"About fourteen years ago I fell victim to Malarial Fever," said Mr. Sterling. "At that time I was travelling on Telegraph duty in India and my work took me to many unhealthy malarious places. Every third day I used to get an attack of the Fever. It began first with Ague; I used to feel

COLD AND SHIVERING all over, my knees and hands trembled with cold. After that the Fever came on and continued until next morning. As a result of the grip the malarial poison got upon my blood I became very weak indeed, lost all appetite, and always felt exhausted and fit for nothing. I was thin, yellow, and anaemic; my blood was in an exceedingly impoverished condition."

"I consulted doctors, and was always cured temporarily by taking Quinine, Dr. Williams' Pink Pills, and other medicines, but nothing helped me for any length of time. The attacks of Fever and Ague continued in the manner I have described for two years. Then a doctor in Pondicherry prescribed for me Dr. Williams' Pink Pills for Pale People, and I took these Pills regularly for some time until I found myself quite cured. When I left off taking Dr. Williams' Pink Pills the change for the better in my health and general appearance was enormous. From being a feeble, pale, thin, fever-stricken man I had become

WELL-BLOODED AND STRONG without a trace of the Fever and Ague left in me. This happened 12 years ago, and since



Mr. Sydney Sterling

(from a photograph)

Cured permanently of

Malarial Fever and Ague by

taking Quinine, Dr. Williams' Pink Pills,

and other medicines, but nothing helped me

for any length of time. The attacks of Fever

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stricken man I had become

WELL-BLOODED AND STRONG

without a trace of the Fever and Ague left in

me. This happened 12 years ago, and since

then I have never had any return of the Fever. Now I am as healthy as I could wish. Certainly you may use my testimony, for I think that Dr. Williams' Pink Pills should be known everywhere throughout the East where there are so many sufferers from Malaria and its ill-effects."

Dr. Williams' Pink Pills for Pale People cured Mr. Sterling by driving the Malarial poison out of his blood, and restored him to vigorous manhood by making his blood pure and rich, and red. In the same way—by building up the system through the blood—Dr. Williams' Pink Pills have cured many other ailments, such as Liver Complaint, indigestion, Sick Headaches, Anaemia (weak watery blood), Debility, Early Decay, Nervous Breakdown, Rheumatism, Paralysis, Beri-Beri, Eczema, Boils, and Skin eruptions generally, and the after effects of Fevers, Dysentery and Chills. To ladies suffering from the special troubles which come between youth and middle life these Pills speedily bring healthy regularity. They are the great tonic medicine for children who are stunted, sickly. Obtainable at most shops where medicines are sold, also direct from Dr. Williams' Medicine Co., Singapore, who send 1 bottle for \$1.50 or 6 bottles for \$8/- post free to any address. [1]

Intimations.

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 9.30 a.m. Every 10 minutes.
9.30 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 15 minutes.
2.15 p.m. to 2.45 p.m. Every 15 minutes.
2.45 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS.
8.45 p.m. and 9 p.m. 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.
8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 30 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.45 a.m. to 12.00 noon. Every 15 minutes.
12.00 noon to 1.00 p.m. Every 15 minutes.
1.00 p.m. to 2.00 p.m. Every 15 minutes.
2.00 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS as on Week Days.
SATURDAYS.
Extra cars at 3.15 p.m., 11.30 p.m. and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Voeux Road Central.
JOHN D. HUMPHREYS & SON,
General Managers,
Hongkong, 4th June, 1907. [59]

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 37 1/2 lbs. net \$5.00 per Cask ex Factory.
In Bags of 50 lbs. net \$3.00 per Bag ex Factory.

SHEWAN TOMES & Co.,
General Managers
Hongkong, 3rd October, 1907. [129]

To Let.

TO LET.

OFFICES on TOP FLOOR, No. 2, CON-NAUGHT ROAD, facing the Cricket Ground.

"HATHERLEIGH," Conduit Road.
A HOUSE in CLIFTON GARDENS, Conduit Road.

OFFICES in YORK BUILDING, GODOWN in PRAYA EAST, BLUE BUILDING, and No. 161, DES VOEUX ROAD next to the Hongkong Hotel. FLATS in MORETON TERRACE.

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st December, 1907. [626]

TO LET.

A HOUSE in KNUTSFORD TERRACE, KOWLOON.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st December, 1907. [64]

TO LET.

NO. 11, SEYMOUR ROAD.

With possession from 1st December next. Apply to—

THE COMPTON DEPARTMENT, Jardine, Matheson & Co., Ltd., Connaught Road Central.
Hongkong, 22nd October, 1907. [940]

TO LET.

NO. 38, CAINE ROAD.

AUCTION ROOMS, No. 2, ZETLAND STREET.
No. 2, FAIRVIEW, ROBINSON ROAD, Kowloon.

Apply to—
LEIGH & ORANGE,
1, Des Voeux Road.
Hongkong, 16th October, 1907. [912]

TO LET.

NO. 5, MORRISON HILL.

ONE FOUR-ROOMED HOUSE, at PRAYA EAST, near East Point.
Apply to—
JARDINE, MATHESON & Co., Ltd.
Hongkong, 19th October, 1907. [933]

TO LET.

HOUSE No. 5, ROSE TERRACE, Kowloon.

Apply to—
COMPTON DEPARTMENT, Jardine & Co.
Hongkong, 12th October, 1907. [66]

Intimations.



COLONIAL SECRETARY'S DEPARTMENT.

It is hereby notified that information has been received from the Military Authorities that MUSKETRY FIELD FIRE-G will be carried out as under:—

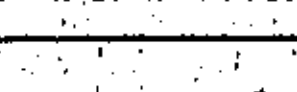
On MONDAY and TUESDAY, the 2nd and 3rd December:—
From Customs Hill, in a Westerly direction, towards Kowloon Peak.

On WEDNESDAY, the 4th December:—
From Hebe Hill, in a Western direction, towards Kowloon Peak.

On THURSDAY, the 5th December:—
From South-West end of the Pass, in a North-Westerly direction, towards Chin Lan Chu, practice between 9 A.M. and 1 P.M.

On TUESDAY, the 10th, and FRIDAYS, the 13th and 14th December:—
On the Southern Slope of Beacon Hill, in a North-Westerly direction, practice between 9 A.M. and 2 P.M.

F. H. MAY,
Colonial Secretary.
Hongkong, 28th November, 1907. [1010]



COLONIAL SECRETARY'S DEPARTMENT.

It is hereby notified that information has been received from the Military Authorities that a CAMP will be formed in the Valley running North from the North-Eastern end of Junk Bay to the Southern Slope of Razor Hill from 9th December next until 25th January, 1908, and that GUN PRACTICE will be carried out over the area enclosed by the points—Black Hill, Chin Lan Chu, Kowloon Peak, Tate's Cairn, Buffalo Hill, Pak-Wai (village on Hebe Haven), Hebe Knoll, Razor Hill—from 16th December, 1907, to 25th January, 1908.

F. H. MAY,
Colonial Secretary.
Hongkong, 28th November, 1907. [1041]

PAUST BREWING COMPANY, MILWAUKEE.

FRESH SUPPLIES
ALWAYS KEPT IN STOCK
BY
SIEMSEN & Co.,
Agents for
HONGKONG & SOUTH CHINA.
Hongkong, 29th July, 1907. [64]

LEE YEE
HAIR DRESSING SALOON.

HAS ALWAYS ON HAND
CIGARS, CIGARETTES
AND
TOILET REQUISITES
FOR SALE.
12, D'ARQUILL STREET,
HONGKONG.
Hongkong, 3rd September, 1907. [802]

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HONGKONG.
Hongkong, 3rd September, 1907. [802]

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HAIR DRESSING SALOON.

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AND
TOILET REQUISITES
FOR SALE.
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Intimations.

JAY'S LTD.,

14, DES VOEUX ROAD.
HAVE just opened a Most Magnificent Assortment of LACED and WINTER TRIMMINGS.
Selling by the yard.
Hongkong, 30th Nov., 1907. [1042]

A. CHAZALON & CO.,

6, QUEEN'S ROAD CENTRAL.
NOW SHOWING:—
A LARGE ASSORTMENT OF FRENCH DOLLS and TOYS, PERFUMERY.

TOM SMITH'S CRACKERS, XMAS TREE ORNAMENTS, FOOTBALLS, &c., &c., ALSO

The Best FRENCH CONFECTIONERY and LIQUERS.

INSPECTION SOLICITED.
Hongkong, 25th November, 1907. [94]

Intimation.

A. S. WATSON & CO.,
LIMITED.THE GREAT
POPULARITY

Watson's

E

VERY OLD LIQUEUR

SCOTCH

WHISKY

H'S BEEN ATTAINED BY ITS
CONSISTENT EXCELLENCE

QUALITY.

IT IS A

PURE MALT WHISKY

OR

GENUINE AGE

AND

FINE MELLOW
FLAVOUR.

Per Case - - - \$15.00

A. S. WATSON & CO.,
LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

ALEXANDRA BUILDINGS.
Hongkong, 30th November, 1907.

The Hongkong Telegraph

HONGKONG, MONDAY, DECEMBER 2, 1907.

SINGAPORE HARBOUR WORKS.

The people of Singapore are, it appears, at last becoming reconciled to the enormous expenditure to which they have been committed by the Government for the construction of wharves and harbour improvements generally. In an editorial which appeared in the *Singapore Free Press* recently it is remarked that the adjudication of the tenders for the great works implied in the extension of the docking accommodation at Singapore and of the reconstruction of the extensive range of the Singapore wharfrage has at last been decided, on the authority and advice of the Consulting Engineers, Messrs. Coode, Son, and Matthews, and Mr. J. R. Nicholson, Chairman of the Tanjong Pagar Dock Board. The successful tenderers are the well-known and world-famous firm of Sir John Aird and Co. The amount of the tenders, £998,700, which covers the construction of the New Wet Dock and the reconstruction of the Main Wharf. In the Wet Dock there will be 3,800 feet of wharfage, with 30 feet of water at Low Water, Ordinary Spring Tides. This will ultimately be extended to 6,000 feet of wharfage. As regards the Main Wharf about to be reconstructed, there will be 4,575 feet of wharfage, with a depth of 35 feet of water, Low Water, Ordinary Spring Tides. The Colony may be paying handsomely for the work to be done, but it can solace itself with the reflection that it is employing the highest constructional talent, and that will imply an economy of untold dimensions when we think of the experience and resource in plant and engineering talent at the disposal of the firm absolutely at the head of dock construction that by common consent stands all over the world. Sir John Aird and Co. made its fame originally as the eminent contracting firm of Lucas and Aird, and since that style was dropped the great firm has gone on adding to its reputation as the greatest constructional firm in the world. It is impossible to relate more than a small proportion of the great engineering works that have been so successfully constructed by Sir John Aird and Co. But we may mention the great Assouan Dam on the Nile; the Metropolitan Railway, commonly known as the Underground; the great Southampton Docks; the new Bristol Docks; the vast reclamation work in Morcombe Bay, known as the Hodbarrow Sea Wall; two new graving docks with subsidiary works for the Smith Dry Dock Company at Middlesbrough; the important Tyne Dock; and

many other important dock works in various parts of the world. Indeed it may with truth be affirmed that the successful tenderers for the Singapore Dock and Wharf works are the largest dock constructors in the United Kingdom, that is to say, in the world. There may be various opinions as to the utility of works undertaken by Sir John Jackson and Company on the Teluk Ayer Sea frontage. There is no question at all as to the necessity of the execution of the dock and wharf improvements demanded by the needs of trade at Tanjong Pagar. And it may reconcile Singapore to the expenditure when one thinks that however an invalid may fare after engaging the advice of a high-class London specialist, there always remains to him the moral satisfaction that he has had the best man to advise even if he has paid a fee of corresponding magnitude. When one thinks of it, it is far better to get the benefit of all the economy and expedition that is implied in the employment of the expert with endless capital at his back than to risk the performance of the second or third rate contractor, who would have to find his experience at the Colony's expense, and live from hand to mouth financially during the execution of the contract. The great thing that has been settled is that both as to the execution of the Teluk Ayer reclamation and minor mole scheme, and the far greater Wharf and Dock scheme inside the Inner Harbour, for many years to come the question has been removed from the field of discussion. All that the Colony will have to do henceforth will be to mark the progress of the work, and to rely on the Tanjong Pagar Dock Board to bring over the working interests of the port as these may be, from time to time affected by the steps taken in the long process of construction.

LOCAL AND GENERAL.

The English mail of the 2nd November was delivered in London on the 30th November.

The sailing of the U.S. Atlantic fleet may be delayed owing to the unprepared state of some of the ships.

Sir Francis Pigott, Chief Justice of Hongkong, returned from his holiday yesterday by the steamer *Aki Maru*.

Owing to recent bereavement Lady Lugard's "At Home" at Mountain Lodge on Tuesdays will be cancelled until further notice.

Mr. H. H. J. Gompertz, who for a time acted as Puisne Judge at the Supreme Court, returned to the Magistracy this morning.

The persecutions, to which the recent riots in Vladivostok gave rise continue undiminished. Hitherto 800 persons have been arrested.

MAJOR-GENERAL Ainsworth reports that the reluctance of young Americans to enlist in the army constitutes an immediate danger to the country.

The Chinese Engineering and Mining Co., Ltd., announces that the total output of the Company's three Mines for the week ending November 16, 1907, amounted to 27,072.62 tons and the sale during the same period to 19,777.83 tons.

The annual general meeting of the Hongkong Odd Volumes Society, which was convened for this afternoon, has been postponed, and will be held at the office of the Hon. Mr. H. E. Pollock, hon. secretary, 18, Bank Buildings, on Monday, the 9th December, at 5.15 p.m.

At the instance of Mr. P. C. Sandford, an accountant of the Hongkong and Shanghai Bank, Mak Ling, a painter, was arraigned before Mr. F. A. Hazleard, at the Police Court, this morning, in answer to a charge of stealing a tubful of paint from the first floor verandah of the Bank yesterday morning. Accused pleaded guilty and was sentenced to three weeks' hard labour and six hours' stocks.

PEDESTRIANS on Glenelg Road will no longer be annoyed by the individual who made a practice of exposing his sores in order to apply for alms. That person—Cheung Pui—was arrested on Saturday on charges of being a rogue and vagabond and exposing his wounds to public view. He was taken before Mr. H. H. J. Gompertz, at the Police Court, this morning, and sentenced to three weeks' hard labour and six hours' stocks.

BROCK the play at the Po Ping Theatre, Yau-ma-tei, ended too soon in their opinion last night, three men in the audience bombarded the stage with all kinds of missiles that came handy. For a time there was great excitement in the building. A number of policemen hearing the uproar believed there was a fire and rushed to the scene. They soon learnt the cause of the trouble and arrested the disorderly ones who were fined \$5 each, by Mr. Gompertz, this morning.

A COBBLE, by name Wong-Kam-Sing, came before Mr. P. H. J. Gompertz, this morning, charged with being concerned in a case of house-breaking at Kowloon City on Thursday last. Wong and another, who is still wanted by the police, forced an entrance into a house in the Nga Lu Fau village, and stole twenty-one pieces of cloth, valued at \$15, and \$1.50 in money. On leaving the house they were seen by the occupier and pursued, but they made good their escape. Wong was, however, recognised in a crowd at Yau-ma-tei yesterday. His Worship sent him to gaol for six weeks and ordered him to be exposed in the stocks for six hours.

HONGKONG'S LOSS.

DEATH OF MRS. MITCHELL-TAYLOR.

B-D SCENES AT THE FUNERAL.

It is with the utmost pain that we have to chronicle the death, under circumstances which can be considered little less than tragic, of Mrs. Mitchell-Taylor, the wife of Captain Mitchell-Taylor, A.D.C. to His Excellency the Governor, and the companion and relative of Lady Lugard. Two months ago, almost to the very day, we rejoiced on the occasion of Miss Brackenbury's marriage to Captain Mitchell-Taylor and indulged in what now proves to have been a vain prediction that their partnership in life would be a long and, as it proved, to have been, a happy one. The news has decided otherwise, for at half-past five o'clock on Sunday morning Mrs. Mitchell-Taylor passed away, to the intense grief of her husband and all who have had an opportunity of meeting her. After the wedding, which was short of none of its interest because of its semi-private character, Captain and Mrs. Mitchell-Taylor spent their honeymoon at the Nine Islands for a month, and were just at the stage when happiness seemed assured, when Mrs. Mitchell-Taylor was caught in the toils of dengue fever, for which she was treated by Dr. Jordan. Thereafter, she was the subject of septicaemia which proved fatal. On Friday it became apparent that Mrs. Mitchell-Taylor was in a dangerous condition, but it was hoped that the attentive and assiduous efforts of her medical adviser would result in averting the calamity which has occurred at Government House, but nothing availed, and the young bride crossed the bar yesterday morning.

We feel it impossible to dwell upon the grief of her husband, or of those with whom she had been brought into daily contact. It must suffice that we offer them our sincerest condolences, together with those of our readers who must deplore the demise of one who contributed so much during her brief residence in Hongkong to the life and animation which has, of late, characterised the occupation of Government House.

THE FUNERAL.

The funeral took place this morning. Shortly after 8 a.m. the coffin borne by men of the Royal Engineers was laid on the gun-carriage awaiting it under the porch of Government House. It was made of English oak surmounted by a Calvary cross and silver furnishings. On the silver plate was simply inscribed:—

Hilda Marie Taylor,
Died December 1.

A Union Jack draped the coffin, and surrounding it and over it were placed the numerous beautiful wreaths and floral crosses which had been sent by friends.

The carriage was drawn by men of the local Garrison, Capt. Ogilby and Capt. W. Armstrong, H.K.V. (honorary A.D.C. to the Governor) marching by the side of the coffin. The little group following the cortege as it left Government House was formed of Capt. P. H. Mitchell-Taylor, husband of the deceased, Mr. A. J. Brackenbury, her brother, Sir Frederick and Lady Lugard, Commodore Stokes, R.N., Mr. Blanchflower, secretary to the Commander, Mr. A. H. Rennie, Cavalier Z. Volpicelli, Consul-General A. G. Romano, Mr. Chao Leep Chee, and Mr. R. H. Craig.

Along the route to the Happy Valley the electric tramcars each stopped in succession, as a mark of respect, when the cortege was sighted and resumed their run after it had passed.

At the Monument a large number of military, naval and civil officials, and the leading residents of the Colony, European and Chinese, had assembled to follow the mournful procession. Arriving at the foot of Morrison Hill Gap Road the mourners alighted from their chairs and the cortege was then formed. The Band of the 3rd Middlesex Regiment headed the procession, then followed the gun-carriage with the coffin, Captain Ogilby and Capt. Armstrong marching on either side. A company of soldiers from the Royal Garrison Artillery and Royal Engineers brought up the rear, each carrying a wreath for which no room could be found on the carriage. As chief mourners Capt. Mitchell-Taylor and Mr. Brackenbury walked in company, and following them were Sir Frederick Lugard, Colonel Darling, R.F., with Commodore Stokes, R.N., and Hon. Mr. F. H. May, Mr. Blanchflower, following behind.

Then came the members of the Executive and Legislative Councils, the Consular body, and members of the British, Chinese and foreign communities, among others being Colonel Dumbarton, Capt. Walker, R.E., Lieut. Satterthwaite, Colonel Kent, Major Chitty, Major A. Chapman, H.K.V., Major Macdonald, H.K.V., Sir Francis Pigott, Mr. Justice A. G. Wice, Dr. J. M. Atkinson, Dr. F. W. Clark, Brother Sylvester (Director, St. Joseph's College), Mr. A. H. Rennie, Revs. J. H. France, T. Sherwood Jones, C. Bone, Messrs. C. C. Master, H. W. Looker, P. P. J. Wodehouse, J. J. Leiria, S. Kingsbury, A. Shelton Hooper, B. A. Hale, E. D. C. Wolfe, J. P. Braga, H. P. Tooker, Ho Fook, Ho Kom Tong, Chao Leep Chee, Fung Wai Chun, Lau Chu Pak, directors of the Tung Wa Hospital, members of the committee of the Po Leung Kuk Society and others.

To the mournful strains of Chopin's Funeral March played by the Band the cortege slowly wended its way to the Colonial Cemetery, the still more sorrowful notes of the Dead March in "Saul" being played by the Band as the gateway was approached. Arriving there the coffin was taken on the shoulders of the R.E. men and carried to the side of the grave to the left of the gravel path just above the steps on the first terrace. The impressive ceremony which followed was conducted by the Bishop of Victoria, assisted by the Rev. F. T. Johnson and Rev. G. Searle (Chaplain to the Forces). After the coffin had been lowered into the grave the Band played hymn No. 289, "So soon passeth away, and we are gone." The ceremony concluded with prayers. A few lady friends of the late Mrs. Mitchell-Taylor were present at the cemetery as a mark of respect and esteem towards the deceased.

Among the ladies present were Mrs. F. H. May, Miss Volpicelli, Mrs. G. C. O. Master, Mrs. Atkinson, and Mrs. Bone.

THE WEATHER.

Wreaths were sent by the following:—Officers of the 11th Infantry, Officers of the Royal Engineers, Commodore and Mrs. Stokes, Lieut. Col. and Mrs. Scott Moncrieff, Lieut. Col. and Mrs. Seymour, Capt. and Mrs. Beasley, Capt. W. Armstrong, Mr. and Mrs. F. H. May, Mrs. W. W. Chitty, Mr. Ho Kom Tong and Committee, Tung Wa Hospital, Committee of the Po Leung Kuk (Society for the Protection of Women and Children), Dr. J. O. Kai, Mr. and Mrs. H. Irwin Black, Mr. Ah Leen, Mr. H. H. J. Gompertz, Mr. and Mrs. H. W. Looker, Miss Stewart and Mr. G. Worcester, Chev. and Mrs. Z. Volpicelli, Sir Paul Chater, Mr. and Mrs. E. E. Tomkins, Mr. and Mrs. Wei Yuk, *Hongkong Telegraph*, Mr. and Mrs. Henry Keswick, Mr. S. Kingsbury, Mr. and Mrs. Miss B. Layton, Mr. and Mrs. J. G. Peter, Mr. W. Rees Davies, Mr. and Mrs. Ho Tung, Mr. S. Smart, Mr. and Mrs. A. H. Rennie, Mr. Men Chung, Mr. and Mrs. E. A. Hewitt, Mr. P. R. J. Wodehouse, Mr. E. A. G. Fletcher, Mr. Armit Haupt, Mr. and Mrs. F. A. Wendt, Captain and Mrs. Dooner, and Dr. and Mrs. J. M. Atkinson.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

A VISITOR'S MAIL.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."—Sir, Will you kindly allow me space in your popular columns to bring the following facts to the notice of the powers concerned.

Yesterday a friend of mine arrived here from Amoy and while landing had the unlucky experience to be confronted by two or three excise officers who opened all his luggage, etc.

I will not deal with the manner of their search, which is nothing less than a great insult and revolting. While one of them was turning the contents of the box for his find, he was rewarded by coming on a small bottle of opium pills, which the unlucky owner was unaware that it was an offence to carry.

The other, in the meantime, went through the other boxes but he was disappointed, for he found nothing to his benefit in them; his sharp eyes, however, fell on a small wispel which on feeling of the cover he found that it was a ball of soap and this he pocketed.

Needless to say, my friend was brought to the Police Station and was bawled out.

Cannot the Government or the Opium Farmer draw up some form of regulations to control the band of officers in their manner of search so that the self-respect of every individual may be respected.—I am, etc.

Yours, etc.,

DISGUSTED.

Hongkong, 1st December, 1907.

[Of course, we have no knowledge whatever of the incident referred to, and simply print the letter for the benefit of those concerned.—Ed., H.K.T.]

THE LAUNCH OF THE "IBUKI"

REMARKABLE SHIPBUILDING.

The first-class armoured cruiser *Ibuki*, now being built at Kure, was successfully launched yesterday morning, reports the *Japan Chronicle* of 22nd ult. His Imperial Highness Prince Higashi-Fushimi, on behalf of His Majesty the Emperor, presided at the ceremony. At 9.25 Admiral Baron Saito, Minister for the Navy, stepped forward to the presence of His Imperial Highness, and having read the naming address handed it over to Admiral Baron Yamamouchi, Commander of the Kure Port Admiralty, who then took up a hammer and severed the cord. The huge vessel then glided down into the water, amidst the deafening sound of the sirens of all the warships present and cries of "Banzai!"

The *Ibuki* is a first-class armoured cruiser of 14,600 tons. Her keel was laid on May 22nd last, and she was launched six months after, which demonstrates the advance in shipbuilding in Japan. It is stated that all the steel used for the hull was made in Japan and that this is the first cruiser to be built in Japan with home-made material. This launch is in its way a record in the naval history of Japan.

THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:—

On the 2nd at 11.55 a.m.—Pressure is very little changed, except over the E. coast of China, where the barometer has fallen slightly. Pressure remains low over the Pacific to the N.E. of Japan; and over the S. Philippines and the S. part of the China Sea.

The anti-cyclone area still covers China. Very strong monsoon will continue to prevail in the Formosa Channel and the China Sea. Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 4.00 inches.

FORECAST.

1.—Hongkong and neighbourhood, N. winds, fresh to strong.

2.—Formosa Channel, N.E. winds, strong; 3.—South coast of China between Hongkong and Lamock, same as No. 1.

4.—South coast of China between Hongkong and Hainan, same as No. 2.

A TOKIO despatch of 27th ult. to the *N. C. D. News* says:—Owing to a bad cold the Emperor was unable to receive Mr. Lemieux, the Canadian Minister of Labour and Special Commissioner to Japan, but the Emperor received him and entertained him and Mrs. Lemieux at luncheon. The Minister of the Household also gave a luncheon party to-day, during imperial instructions in honour of Mr. Lemieux at the Shiba detached palace. There will be a public dinner on December 3. It is extremely improbable that there will be any form of agreement for restriction of Japanese immigration in Canada, but it is anticipated that Mr. Lemieux's mission will have excellent results.

WEST RIVER PATROL.

BRITISH CO-OPERATION
ESSENTIAL.

DESTROYER FLEET FITTING OUT.

As an outcome of the representations made by Sir John Jordan, H.B.M. Minister at Peking, to the Walwup, British co-operation with the Chinese Government in the policing of the waterways of South China is about to become an accomplished fact. For the past fortnight or two the columns of the *Hongkong Telegraph* have contained the first and fullest reports of the agitation that was promoted in Canton by the gentry and merchants against any friendly British co-operation. Better counsels appear to have prevailed at Peking, and despite strenuous unofficial representations the Grand Council at the capital have taken heed of Sir John Jordan's friendly representations. Since the return of Admiral Moore to Hongkong from the Northern cruise, the Commander-in-Chief has been to Canton and has held a conference, as already reported, with Viceroy Chang of the Kwang. The fitting out of a fleet of torpedoed and destroyers to proceed to the West River may be accepted as an indication of the amicable arrangement that has been arrived at to put down by force the frequent recrudescence of piracy and lawlessness in the riverine districts of South China. The British vessels that are being got ready to await orders to proceed up river are His Majesty's—Torpedoed Nos. 35, 36 and 38, Four destroyers, viz. *Fame*, *Janus*, *Hart*, and *Taku*; and the Two sloops *Clio* and *Codrus*.

AGITATION IN CANTON.

Our Canton Correspondent writes as follows on the 30th November:—

Yesterday, another meeting was held at the offices of the newly-formed Kwangtung Self-Government League to discuss matters in connection with the West River patrol question. The meeting was attended by a large number of people and Mr. Kung Shiu-chen was voted to the chair. The majority at the meeting was of the opinion that the officials and the people must join in common action in order to make suitable arrangements in the matter. The following proposals were agreed to at the meeting, to be submitted to the High Authorities for approval:—(1) That, as an Imperial Decree has now been issued to appoint two separate officials in this province, one as Admiral who will control naval affairs, and the other as Commander-in-Chief who will take charge of military duties, instead of, as at present, one official to discharge the combined duties, the Authorities should be requested to place the Admiral, when appointed, to take charge, solely of the cruising duties and the supervision of the West River traffic and should be stationed on the River instead of being quartered in a yamen on land. (2) That a Brigadier-General should be placed on each of the North and West Rivers for patrolling purposes. (3) That the Authorities should be requested to take on a number of old soldiers and detail them to perform duties as police in the different districts, and at once to enforce the regulations similar to those now in force at Tientsin for the introduction of police forces into the different villages within the districts of the province. (4) That the usual action taken for the detecting of bad characters under the officials should be abolished so as to have funds for the introduction of an efficient police system throughout the province. (5) That telegraphic communication be set up along the different places on the West River for the purpose of speedy communication and co-operative action. (6) That the Viceroy be requested to give instructions to the villages to form local militia for enforcing vigilance over a wider area. The above suggestions may be modified and will be submitted to the High Authorities within two days time.

As the people of the province of Kwangtung strongly protest against the proposal of the Walwup to place the control of the West River—policing—with a foreign Power this Ministry has now wired to H.E. Viceroy Chang to consult with him about the advisability of placing Admiral and Commander-in-Chief Chun Ping-chik to control all affairs in connection with the patrol of the waterways.

A telegram has been received here from the Kwangtung and Kwangsi students in Japan stating that the students have cabled to the Capital to protest against the proposal of the Walwup and that they will depute a representative to return to China to submit the protest in person.

A SEAMAN belonging to the steamer *Kwangsai* was charged before Mr. F. A. Hazleard, at the Police Court, with behaving in a noisy and disorderly manner at the Victoria Cinematograph show last night and assaulting the proprietor, R. O. Leque. Accused, it was stated, attempted to enter the building without purchasing a ticket, and on being stopped at the door he became riotous and struck the complainant. He was fined \$7.

SHIPPING AND MAILS.

MAILS DUE.

German (*Princess Alice*) 3rd inst., 4 a.m.
Indian (*Kunthang*) 4th inst.
German (*York*) 4th inst., night.

The *s.s. Yokohama* left Shanghai on 1st inst. and is due here on 4th inst.
The *s.s. Furukawa* left Chefoo on 29th ult. and is due here on 3rd inst.

The C. T. R. Co.'s *s.s. Montcalm* arrived at Vancouver on 2.30 p.m. on 1st inst.
The P. & O. Co.'s *s.s. Nila* left Singapore for this port on 30th ult., at 5 p.m.

The German *s.s. Bernese* left Sandakan on 29th ult., p.m. and may be expected here on 6th inst.

The M. M. Co.'s *s.s. Armand Bellet* with the next French mail, left Singapore on 2nd inst. at 8 a.m. for this port, via Saigon.
The Imperial German Mail *s.s. Princess Alice* left Shanghai on 29th ult., at 5 p.m., and may be expected here on 3rd inst., at 4 a.m.

WUCHOW NOTES.

TRADE STAGNATION.

Wuchow, 29th November, 1907.
Business here at present is absolutely stagnant and a wave of depression exists in business circles. For the past month the West River steamers have had hardly any export cargo, and the imports show a big decrease too. The causes that have brought about this stagnation are in a large measure due to the great fire of last September, the losses to merchants having been largely under-estimated. The money market is very tight and but feeble attempts have been made, so far, to build up the destroyed business portion of the city. A number of the smaller native banks are in a bad way financially and unless trade revives, the near approach of the Chinese New Year will show some bad deficiencies and heavy losses. The farmers are however jubilant as the autumn crops of cereals have been successfully harvested.

NAVAL.

H.M.S. *Moorea* paid a flying visit to Wuchow and stayed a day here. Admiral Moore was to have come up in her, but he was detained in Canton, and Capt. Thursley and staff came up instead. H.M.S. *Robin* is due here in a few days.

WEST RIVER PATROL.

The local gentry had a mass meeting here on Thursday, with regard to the attitude Wuchow would assume over the West River Patrol question. At the conclusion of the meeting it was resolved to support *en bloc* the resolutions passed at a similar meeting held last week in Canton and also that Canton be notified that Wuchow was in accord and sympathy with that port, hence this question.

THE INTERNATIONAL COTTON
MANUFACTURING CO., LD.

ANNUAL MEETING.

The twelfth annual meeting of the International Cotton Manufacturing Co., Ltd., was held at the office of the Company, at Shanghai, on 25th ult. There were present: Messrs. J. F. Seaman (in the chair), F. Ayscough, A. Hide, Chew Shing-ching (directors), Mr. G. Willemer (secretary), Messrs. H. J. Dary, J. N. Jameson, K. W. Campbell, J. M. Young, Seng Ming-yue and Chang Yuen-ching.

The Chairman said—Gentlemen: Owing to the regrettable detention through illness at Tientsin of the chairman, Mr. Foyner, it falls to my lot to address you to-day in his place. As the report and accounts have been in your possession for a fortnight, I trust that with your permission they may as usual be taken as read. They do not leave much to be said in elucidation. We much regret that the result of the year's working compares so unfavourably with that of the previous two years. In view, however, of the generally depressed condition of the cotton industry during the year, we do not consider that the result, which shows a net profit of £15,558.72 and yields nearly one per cent on the capital stock is, under the circumstances, discouraging. As stated in our report, the directors have felt it inexpedient to recommend division of any portion of the earnings, in a dividend, bearing in mind the continued dullness of trade in yarn and the desirability of conserving the resources of the Company for its current requirements. As will be observed by the accounts, our overdraft with our bankers stands at the maximum permitted under our arrangement, and whilst our stocks of yarn, cotton and stores more than cover the overdraft, and in fact show a substantial book surplus, a considerable sum of free working capital is required which entails a heavy interest charge. It is our aim to reduce this by all available measures, and although the stock of yarn brought forward on September 3 has been cleared, the funds thus released are required for further purchases of cotton or absorbed in its products. As indicated at our last meeting, the outstanding debentures were called in and paid off on March 31. During the year several changes in the Board have occurred owing to the departure of members for home. Amongst them it is fitting to bear tribute to the signal services of Mr. Poate, of his final retirement from China, who bore the onerous post of chairman, and by whose technical knowledge the Company materially benefited. With the exception of some weeks in early summer the mill has been working full time throughout the year and with satisfactory results as to the quantity and quality of the output. The mill has been maintained in full efficiency by renewal and repairs; the sum of £17,000 odd has been spent during the year in upkeep. The buildings have received their share of attention and are in excellent repair. Mr. Wood, the manager, returned from leave in November, 1906, and has since been in charge of the works. The directors are pleased to testify to their satisfaction with the manner in which the staff have carried out their duties. If any present desire to ask information on points not touched on, I shall be happy to give such to the extent of my power.

There were no questions. The following resolutions were then put and carried unanimously:—

That the report and accounts for the year ended September 30, 1907, as presented, be accepted and passed—Proposed by the chairman, seconded by Mr. F. Ayscough.

That the election of Mr. Charles Rayner and Mr. A. Hide to the Board of Directors be confirmed—Proposed by the chairman, seconded by Mr. F. Ayscough.

That Mr. F. Ayscough be re-elected a director—Proposed by Mr. J. N. Jameson, seconded by Mr. Chew Shing-ching.

That Mr. Arthur R. Leake, chartered accountant, be re-elected auditor of the Company for the current year—Proposed by Mr. K. W. Campbell, seconded by Mr. J. M. Young.

In closing the meeting, the chairman expressed the hope that next year they may have a more favourable report.

Telegrams.

(Reuters).

Germany.

London, 29th November.

In the debate on the Budget, in the Reichstag, Prince Buelow, replying to a reference to the Harden trial, denounced the comparison of the conditions revealed to those of the declining Roman Empire. The Prince said Germany is no Sodom, the purity of the Kaiser's life and House are emblematic of the life of the nation.

General Sir John French on the Reorganization of the Army.

General Sir John French, speaking at a farewell dinner at Aldershot, said that as far as his experience went the new order of things introduced after the retirement of Lord Roberts had been an unqualified success and were thoroughly adapted to the needs of the army.

Later.

Florence Nightingale decorated. Florence Nightingale has received the Order of Merit.

Explosion in a Frone's Torpedo Depot.

A compressed air reservoir, in the torpedo depot at Dunkirk, has exploded and killed two, seriously wounding seven.

The Railway Strike in India.

The Calcutta strike is definitely over, and the strikers have surrendered.

A Conciliation Board has been formed.

Germany and Great Britain.

30th November.

In the Reichstag, Prince Buelow, who was continually interrupted by general applause, expressed the thanks of Germany to the British royalties and people for the brilliant reception of the Emperor and the Empress, and dealt at length with the efforts of numerous circles, in both countries, to restore the old friendly relations. The history of the last decades showed a temporary estrangement, which was nothing but a huge misunderstanding.

Russia.

M. Stolypin made a sensation in the Duma by a Ministerial declaration that the Tsar's autocratic power was the most precious asset of the State, and was destined to bring Russia back to the paths of order.

THE CHUKING RAILWAY.

THE DOWAGER-EMPERESS AND THE RAILWAY LOAN.

Writing from Peking on 19th ult., the correspondent of the *N. C. D. News* says:—A statement emanates from the Waiwupu to-day to the effect that the Empress Dowager has been greatly moved by the persistent efforts of the natives of Kiangsu and Chekiang in opposition to the much vexed question of the railway loan. Her Majesty accordingly has instructed the Foreign Ministry to ascertain from the Viceroy of Lianjiang, and from the Governor of Kiangsu and of Chekiang to what extent the natives are in a financial condition to buy out all the interests of British concessionaries in the line. Sir John Jordan has tried in vain to induce the Waiwupu to sign the agreement, and still insists that the line should be built with British money.

It may be mentioned here that, among all the Ministers of the Waiwupu, only H.E. Yuan Shih-kai is in favour of borrowing the £1,500,000, his reason being that it is not only the best way for the settlement of the dispute between the British and Chinese Governments, but also that by accepting the loan China's reputation among foreign Powers, which invariably complain of her bad faith in breaking her pledges, will be established. Apart from these considerations the railway question may then be constructed as soon as possible, as has been done with the Shanghai-Nanking line which ought to be completed early in 1908. It certainly seems very difficult for the natives to subscribe the £1,500,000 themselves, for money is short in every part of the Chinese Empire at the present time.

THE POLICY OF COMMON SENSE.
H. E. Yuan's policy in regard to foreign loans is that the Chinese Government must introduce capital from countries friendly to China, if it really wishes to develop railway, mining and other industries, provided always that the power of administration remain with the Chinese authorities, while foreign capitalists will draw their dividends out of the annual profits in the same manner as the Chinese investors. Unfortunately his Excellency's good ideas are still opposed by the high Manchurian and Chinese authorities in Peking, who are in favour of the entire exclusion of foreign money from Chinese industries are hardly capable of developing the enormous resources of the Empire with empty hands.

Peking, 21st November.
In spite of the increased opposition of the natives of Kiangsu and Chekiang, the loan of £1,500,000 for the construction of the Soochow-Hangchow-Ningpo line has now been definitely settled between the Waiwupu and the British Legation here. Mr. J. O. P. Blair, representative of the British and Chinese Corporation, left for Mukden and beyond to company with Lord French on the 28th instant to visit the Three East Provinces of Manchuria.

With a view to pacifying the friends of the opponents and agitators in the two provinces the Empress Dowager has issued a second Edict (through the Grand Council), informing the natives that the Government has no ulterior motive in accepting the loan as the best means of settling the dispute in view of the existence of the preliminary agreement concluded in 1898; further that the Ministry of Posts and Communications has been instructed to protect native interests in the line and to remedy the state of the Chinese railway companies in Soochow and Hangchow.

CRICKET.

V.M.C.A. vs. CIVIL SERVICE.

The following is the result of the match played between the V.M.C.A. and the Civil Service, on Saturday, at Happy Valley.

CIVIL SERVICE.

L. S. Brett, b. Alair	8			
R. W. Mitchell, b. Alair	5			
A. Hurlow, b. Wong	0			
F. Bacon, b. Wong	11			
G. Pile, b. Wong	0			
G. Hoggarth, b. Alair	2			
E. Dawson, c. Wong, b. Alair	11			
Gibson, c. E. Mow Fung, b. Alair	5			
J. McKay, b. Alair	4			
Ellis, b. Wong	3			
J. W. Blair, not out	0			
Extras	7			
Total	55			

BOWLING ANALYSIS.

W. Wong	8	1	13	4
L. A. Alair	10	2	40	6
T. Loft	2	1	2	0

V.M.C.A.

F. W. Farne, c. J. M. McKay, b. McKay	6			
George Lee, c. McKay, b. Hoggarth	1			
J. A. Alair, b. W., b. McKay	0			
A. P. Greaves, b. Hoggarth	1			
T. Loft, b. Hoggarth	12			
Ed. Mow Fung, b. Hoggarth	7			
H. White, c. b. McKay	10			
A. G. Suffed, not out	19			
W. Wong, c. Mitchell, b. Bacon	5			
Y. M. J. M. McKay, c. Bacon, b. Ellis	0			
F. C. Mow Fung, run out	1			
Extras	4			
Total	66			

BOWLING ANALYSIS.

J. McKay	11	2	23	3
G. Hoggarth	10	1	25	4
F. Bacon	3	2	2	1
E. Dawson	1	0	7	0
Ellis	14	0	9	1

THE FOREIGN TRADE OF OSAKA AND KOBE.

LATEST RETURNS.

According to official returns just published, the export trade of Osaka for the first ten days of the last month showed considerable activity, but became depressed during the second ten days, as shown by the fact that the exports for the latter period amounted to ¥1,747,000, a decrease of ¥837,000 on the figures for the preceding period; while the imports amounted to ¥1,344,000, representing an increase of about ¥400,000 as compared with the first period. The total value of exports from January to the 20th ultimo was brought up to ¥51,386,840 and that of imports to ¥30,077,900. Compared with the corresponding period of last year, the exports this year showed a decrease of ¥2,300,000 but the imports had increased by ¥8,994,000. The total value of specie exported up to the 20th ultimo amounted to ¥8,278 and that of specie imported to ¥8,844,000.

Regarding the principal lines of export goods, it is notable that there was an increase in the shipment of cotton yarn, grey and white calico, cigarettes, European umbrellas, and *sake* for the second ten days. The increase in the shipments of grey shirtings was particularly noticeable, showing an increase of ¥150,000 on the figures for the first period, while cotton yarn had increased by ¥60,000. There was a slight falling-off in the trade in copper, matches and sugar. Of the imports, the value of raw cotton imported showed an increase of ¥300,000, beans and pulse of ¥50,000 and sugar of ¥60,000 on the figures for the first ten days, and wild silk and hemp showed some increase, but there was a slight decrease in cowhides and wool. The value of the principal lines of goods exported and imported during the second period was as follows:—

EXPORTS.

Cotton yarn	¥278,585
Grey shirtings	254,385
White shirtings	80,896
Copper	195,856
Matches	60,035
Cigarettes	2,188
Tape in length	10,192
European umbrellas	2,568
<i>Sake</i>	112,693
Sugar	9,715

IMPORTS.

Raw cotton	¥422,594
Cowhides	10,374
Rice	101,849
Wild raw silk	72,240
Beans and pulse	99,430
Hemp	68,628
Sugar	167,242
Wool	1,015

In Kobe during the second period of ten days of the month activity was shown in both exports and imports, the former amounting to ¥3,240,000, an increase of about ¥1,000,000 on the figures for the preceding period, and the imports totalling ¥4,106,000, also in excess by about ¥1,000,000 on the value for the preceding period. Of the export goods, rice, floss silk, matting, straw braid, porcelain and cigarettes showed an increase, and cotton yarn, copper, tea, seaweed, *awabi*, matches and camphor each a falling-off. With regard to imports, oil cake showed an increase of over ¥300,000 and raw cotton, wool, flour, dry indigo, iron in rods or plates each showed an increase, while sugar, kerosene, beans, woolen cloth and grey shirtings declined somewhat. The decrease in beans was remarkable, amounting to over ¥100,000. The total value of exports from January was brought up to ¥96,704,311 and that of imports to ¥40,128,434, the import being in excess of ¥103,614,123 over exports. The value of specie exported amounted to ¥1,777,640 and the import to ¥1,477,000.

RUSSIA IN THE FAR EAST.

PROPOSED WORKS IN SIBERIA AND SAGHALIEN.

A Vladivostok message to the *Asahi* gives the following summary of the principal works in the Far East proposed in the Russian Budget for next year:—

1.—The bounty granted to the Volunteer Fleet and to the East Asia Steamship Company is to be increased by 30 per cent. on the figures for this year.

2.—The dispatch of financial agents to open ports of Japan.

3.—A sum of 20,000 roubles is to be set aside for the establishment of the Russian Consulate at Tsuruga.

4.—A subsidy of 50,000 roubles is to be granted to the Vladivostok Electric Railway Company.

5.—A sum of 1,600,000 roubles is to be set aside for developing the natural resources of Saghalien.

6.—The export of timber from the Ussuri district is to be conducted by the Government, all expenditure incurred thereby to be borne by the Government.

WHY AMERICAN MARRIAGES FAIL.

From the pen of a sister and a compatriot, says the *Literary Digest*, comes such an indictment of American wives as no man, remarks a Chicago paper, would dare to for a while. This fearless critic of her sex is Anna A. Rogers, who asserts in the pages of *The Atlantic Monthly* that "our women as a whole are spoiled, extremely idle, and curiously undeserving of the manly worship that they demand from our hard-working men," and that they are, by reason of these qualities, in no small degree responsible for the increasing number of matrimonial catastrophes recorded in our divorce courts. The American wife, Mrs. Rogers complains, reared in the latter-day cult of individualism, is strong in the faith that it is more blessed to receive than to give. Her attitude toward marriage may be either supercilious or sentimental, but in either case it fails to recognize the axiom that marriage is woman's "specific share in the world's work—first, last, and always." Mrs. Rogers admits that our women "have qualities that would make for success, even in marriage, if they elected to expend them in these commonplace ways." But as evidence that they do not so expend them she points to the fact that divorces are increasing in the United States at a rate out of all proportion to the growth of population, and remains incidentally that "we have 2,721 courts which have the powers to grant divorces, as against England's one, Germany's twenty-eight, and France's seventy-nine." During the last fifty years more radical changes by far have come in the social status of women than in that of men, and this fact suggested to her the daring assumption that her sex might be to some extent responsible for the modern growth of divorce.

The poets, according to Mrs. Rogers, are responsible for much of the present feminine "moralomania," but modern scientists, on the other hand, "are effectively reducing the swelling, as it were." The modern cult of individualism, she goes on to say, is "the rock upon which most of the flower-bedded marriage-barges go to pieces." To quote: "It is admittedly not easy to remember that our lives are only important as integral parts of a big, social-system. Especially difficult is it for a woman to be made to realize this, because her whole life hitherto has been generally an experiment in individualism; whereas a man's, since the first primitive times, has become more and more an experiment in communism. The inborn ramp in every man has found its wholesome outlet in hard work, generally community-work, which further keeps down his egoism; whereas the devouring ego in the 'new woman' is as yet largely a useless, uneasy factor, vouchsafing her very little in proportion to it does there in her immediate surcharged vicinity."

"Nowadays she receives almost a man's mental and muscular equipment in school or college, and then at the age of twenty she stops dead short and faces a world of negatives! No exigent duties, no imperative work, no manner of expending normally her highly developed, hungry energies. That they turn back upon her and devour her is not to be wondered at. . . . And so it comes to pass that this highly trained, well-equipped (and also ill-equipped) feminine ego faces wifehood—the one and only subject about which she is persistently kept in the dark. And from the outset she fails to realize, never having been taught it, that what she then faces is not a brilliant presentation at the Court of Love; not a dream of ecstasy and triumph, not even a lucky and comfortable life-billet—she is facing her work at last! her difficult, often intensely disagreeable and dangerous, life-task. And her salary of love will sometimes be only partly paid, sometimes begrudgingly, sometimes not at all—very rarely overpaid—by either her husband or her children."

Our women are handicapped, she goes on to say, by "a combination of excessive energy and sheer idleness of purpose." And in this connection Mrs. Rogers finds fault with even our much-boasted modern cult of physical culture. She writes:

"The present excessive education of young women, and excessive physical conditioning (the gymnastics, breathing exercises, public and private physical culture, the massues, manicurists, the shampooers) have produced a curious anomalous hybrid, a cross between a magnificent, rather unmanly boy and a spoiled, exacting, *demi-mondaine*, who sincerely loves in this world herself alone. Thus quite a new relationship between the sexes has arisen, a slipshod, unchristianlike companionship, which before marriage they nominate 'good form,' but which after marriage they illogically designate as being cause for tears or for temper."

A WARNING TO THE PUBLIC.

POLICE INSPECTOR REFERS TO THE RECENT BURGLARIES.

It will be observed that during the past week or so there has been a plethora of burglaries and robberies reported in the Colony. The majority of people have come to the conclusion that the recent influx of a band of loafers from the outlying ports into the city has been responsible for this outbreak. That this view is also supported at police headquarters is manifested in an interview which one of our representatives obtained this morning with a leading police inspector.

The inspector said, "Hongkong has offered attractions for a number of loafers, who have come to the Colony with the intention of lining their pockets. They have started work and two tobaccoconist shops in the centre of the city have been looted."

On Friday night an attempt was made to enter the Co-operative Stores at Beaconsfield Arcade, but the thieves were frustrated. On Saturday morning an attempt was also made to enter the Masonic Lodge, Zealand Street. A window, which had previously been barred, was found open that morning, and it is believed that the men were disturbed during their work.

Naturally, the police cannot be here, there and everywhere at the same time, and I will be glad if you would sound a note of warning to the public. Every police officer has instructions, to keep a sharp look-out for any open doors or windows on his beat, which he will close if they are within reach, and it is now the duty of each household to co-operate with the police in order to put a check to any further cases. See that the doors and windows are properly locked and barred before retiring. The police will do the rest."

Up to now the burglaries that have been investigated by the police have shown more or less carelessness on the part of the occupier. Take, for instance, the case of one of the tobaccoconist shops that was burgled. The fanlight was closed, but not locked; and until some assistance is given us by the public we must confess that we cannot do everything."

SHANGHAI FIRE BRIGADE.

NEW FIRE APPLIANCES.

The N. C. D. News of 26th Nov. says:—The Committee of the Fire Insurance Association and some members of the Fire Brigade attended at the Palace Hotel yesterday afternoon to inspect the five extinguishing appliances placed in this large building.

The fire service consists of two stacks of pipes each fitted with six hydrants, one stack being fixed in the central position of the building and one in the west wing, a third stack is now being fixed in the east wing. These hydrants are fed from the Shanghai Waterworks Co.'s main direct; but, should the pressure prove inadequate, a powerful electrically driven pump has been fixed in a separate outbuilding; this pump also delivers through the pipes and hydrants mentioned above, a back pressure valve automatically closing and preventing the water from being pumped into the main. The pump fixed is a "Hafield," built by the well-known manufacturers, Messrs. Merryweather and Sons, and is of the type most frequently used for the protection of large and valuable buildings in England and abroad. This pump will deliver four streams to a height of forty feet above the roof and has been found in every way thoroughly satisfactory. On each floor is fixed a swinging reel equipped with seventy-five feet of the best quality rubber-lined canvas hose. One end of the hose is coupled up to the hollow reel spindle which in its turn is connected to the main stack, the other end of the hose having the usual nozzle attached. In case of an alarm of fire all that has to be done is to turn on the valve immediately below the reel, seize the nozzle and run towards the source of alarm. The whole apparatus has been tested and found satisfactory and a stream of water can easily be put on a fire in thirty seconds.

The pressure from the Municipal main was tried and three jets were obtained from the fifth floor of the building, each jet extending ten to fifteen feet above this floor. The pump was carefully inspected by the party, and, on being tried, it gave the pressure guaranteed by the makers, namely, sufficient to send streams of water forty feet above the roof of the hotel. One jet of water obtained from the sixth floor of the hotel was so strong that it reached nearly to the Bund. The demonstration proved very satisfactory to all concerned.

The whole of the materials, pumps, reel, hose piping etc., were supplied and fixed by the Shanghai Waterworks Co., Ltd., who tested the entire plant with satisfactory results on a previous occasion.

COMMERCIAL.

TO-DAY'S EXCHANGE.

London—Bank T.T.	2/0
Do. demand	2/0 1/2
Do. 3 months' sight	2/0 9/10
France—Bank T.T.	2/5 1/2
America—Bank T.T.	48 1/2
Germany—Bank T.T.	2/0 1/2
India T.T.	15 1/2
Do. demand	15 1/2
Shanghai—Bank T.T.	74 1/2
Singapore T.T.	15 1/2 1/2
Japan—Bank T.T.	98
Java—Bank T.T.	121
1 month's sight L/C	2/0 1/2
3 months' sight L/C	2/0 1/2
30 days' sight San Francisco & New York	50
1 month's sight do.	50
30 days' sight Sydney and Melbourne	2/1
4 months' sight France	2/1 1/2
6 months' sight	2/2 1/2
4 months' sight Germany	2/12
Bar Silver	26 1/2
Bank of England rate	7 1/2
Bank of France	31 1/2
Bar Silver	9 1/2

To-day's Advertisements.

MESSAGERIES MARITIMES.

HONGKONG AGENCY.

FROM this date this Agency will be conducted by Mr. J. MILLET.
G. DE CHAMPEAUX.
Hongkong, 1st December, 1907. [1046]

NOTICE.

THE HONGKONG MILLING COMPANY, LIMITED, have REMOVED their OFFICES to KING'S BUILDINGS, 4TH FLOOR.
Hongkong, 2nd December, 1907. [1047]

TO LET.

CROWNEST, Barker Road; unfurnished or partly furnished.
Apply to—
C. L. GORHAM,
3, Pedder's Street,
Hongkong, 2nd December, 1907. [1048]

COMPAGNIE DES MESSAGERIES MARITIMES.
FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship
"ARMAND BEHIC,"
Captain Guionnet, will be despatched for the above Ports on or about MONDAY, the 9th December.

For Freight or Passage, apply to
G. DE CHAMPEAUX,
Agent.
Hongkong, 2nd December, 1907. [1049]

O. C. MOOSA,

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FURS! FURS! FURS!
IN
VARIOUS SHAPES AND COLOURS.

DRESS FABRIC

IN
NEWEST PATTERNS.

SERGES.
TWEEDS.
VOILES.

LADIES' & CHILDREN'S.

UNDERCLOTHING, HOSIERY,
GLOVES.

NOVELTIES IN SEQUIN AND LACE
ROBES.

Samples on application. Coast
port orders carefully executed.
Hongkong, 2nd December, 1907. [1049]

THE JAPANESE WOMAN.

TWO MORE VIEW-POINTS.

In an American magazine "Mr. Harry George, Jr.," has an article entitled "The Rise of the Japanese Woman." Mr. George is the son of the famous advocate of the single-tax and Free Trade, and some months ago it will be remembered that he arrived in this country on a flying visit. The following is the sequel:—

"As I sat at a formal dinner in the city of Osaka, Japan, not long since, I asked a Japanese gentleman beside me—a highly educated and polished man of the world, who is adviser (sic) to the Chinese Government—if, with the great advancement in Japan in so many respects, the status of women is advancing."

"Which woman?" he asked. "The labouring woman? Yes. The woman bred abroad or of necessity part of the diplomatic world? Yes. And it is to be doubted if their advancement to the state of woman in Europe and America will add to their attractiveness or their happiness, since conditions here are and must be so different. As for the women of the domestic circle—the wife, the mother, the sister, the daughter in the great middle class of Japan—her status is not changing. No! should it. Any change that will bring her out of domestic retirement will expose her in a field for which nature unfits her. The wife is the Home Minister, with full jurisdiction in the family circle. Her husband is Premier. He, besides, attends to all things outside the household. This is as it should be; for in this way there is, and only in this way can there be, perfect domestic happiness."

"At another time I sat at luncheon with a fascinating Japanese lady of high standing in Tokio. She had graduated from Vassar College, of which New Yorkers are so proud—I shall not say how many years ago. Suffice it that she possessed the ease of speech and frankness of manner of an American girl. I repeated to her the substance of the Osaka gentleman's statement and asked her opinion."

"Bosh!" she exclaimed, with smiling vivacity. "We Japanese women are coming to know our rights, and the men are afraid of us."

"Here are two view-points, or, rather, two attitudes—that of a conservative man and that of a radical or progressive woman. Which is right may at first puzzle the newcomer to determine. But we reach clear ground when we study the new Japanese Code, which certainly indicates a very decided advance for woman."

In view of recent correspondence the above is interesting, but there seems to be a little more of Henry George, Jr., than anyone else in the statement made.

Intimations



THE
ROBINSON PIANO
CO., LD.

CO., LD.

OFFER THEIR ENTIRE

STOCK OF

High-CLASS
PIANOS

AT

25 % Discount

For CASH.

To make room for New

Season's Models.



Hongkong, 5th November 1907. [1042]

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HAVANA
CIGARS.

EXCELLENT SMOKES.

La Chanza.....@ \$4.50 per 100 in boxes of 50

Gran Valor 4.50 " " 50

Española 4.00 " " 50

Marca Roja 4.00 " " 50

Honey-Suckle 4.00 " " 50

El Oro 3.75 " " 50

Asta 3.50 " " 50

Brevas 3.00 " " 50

Flor Fina 3.00 " " 50

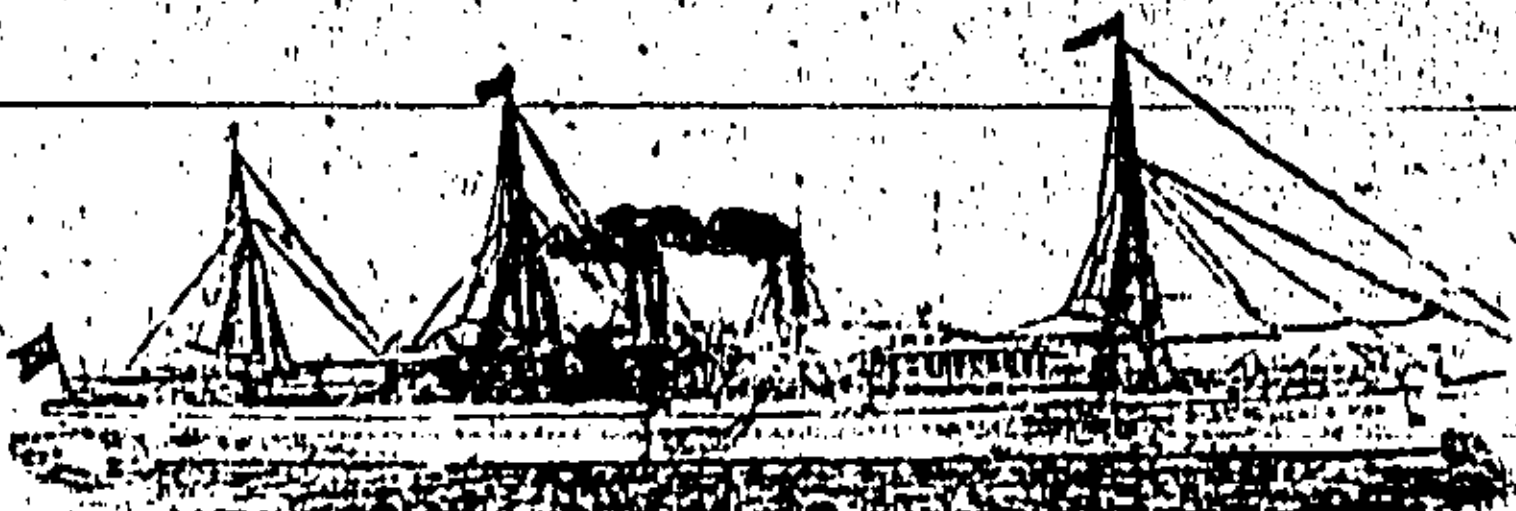
Royales 5.00 " " 100

Companeros 4.00 " " 100

Hours 2.00 " " 35

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CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only line that maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.

11 Days YOKOHAMA to VANCOUVER. 18 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS.

(Subject to Alteration).

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPEROR OF CHINA"	6,000	THURSDAY, Dec. 19th	Jan. 6th
"EMPEROR OF INDIA"	6,000	THURSDAY, Jan. 16th	Feb. 3rd

"EMPEROR" steamers will depart from Hongkong at 4 P.M. Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., and at QUEBEC, with the Company's New Palace "EMPEROR" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 27 days, from YOKOHAMA, and 30 days from HONGKONG.

Steamers, and 1st Class on Railways, via St. Lawrence River Lines or New York L.L. Co. Hongkong to London, intermediate on.

First-class rates include cost of Meals and Berth in Sleeping Car while crossing the American Continent.

R.M.S. "MONTEAGLE" carries "Intermediate" passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China, and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to D. W. CRAIDOCK, General Traffic Agent for China, Corner Paddar Street and Praya.

INDO-CHINA STEAM NAVIGATION CO. LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION)

For	Steamship	On
SHANGHAI	KWONGSANG	WED'DAY, 4th Dec., 4 P.M.
MANILA	LOONGSANG	FRIDAY, 6th Dec., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	NAMSANG	SATURDAY, 7th Dec., 3 P.M.
SINGAPORE, SAMARANG and	ONSANG	SATURDAY, 7th Dec., 3 P.M.
SOURABAYA	YUENSANG	FRIDAY, 13th Dec., 4 P.M.

REDUCED FARES TO STRAITS & CALCUTTA.

Hongkong to Singapore 1st Class	Single	Return
Penang	50	100
Calcutta	100	200

* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Cheloo, Tientsin, Newchwang and Yangtze Ports. For Freight or Passage, apply to

JARDINE, MATHESON & CO., LD., General Managers.

Hongkong, 30th November, 1907.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
MANILA	"TEAN"	4th Dec., 4 P.M.
MANILA, ZAMBOANGA & COLONIES	"CHANGSHA"	4th "
SHANGHAI DIRECT	"SHAOSHING"	5th "
SWATOW, AMOY & SHANGHAI	"HOIHOW"	5th "
SWATOW & SHANGHAI	"KASHING"	9th "
SWATOW & SHANGHAI	"YOCHOW"	10th "
SWATOW & SHANGHAI	"KIUKIANG"	14th "
CEBU & ILOILO	"KALFONG"	14th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading in all Yangtze and Northern China Ports. For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 2nd December, 1907.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon midships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Dates
KUHL	2540	Almond	MANILA	SATURDAY, 7th Dec., 1907.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 14th Dec., 1907.

For Freight or Passage, apply to

SHEWAN TOMES & CO., GENERAL MANAGERS.

Hongkong, 30th November, 1907.

HONGKONG—NEW YORK.

AMERICAN ASIATIC STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast).

Steamship "ATHOL" On FRIDAY, 6th December, at Daylight.

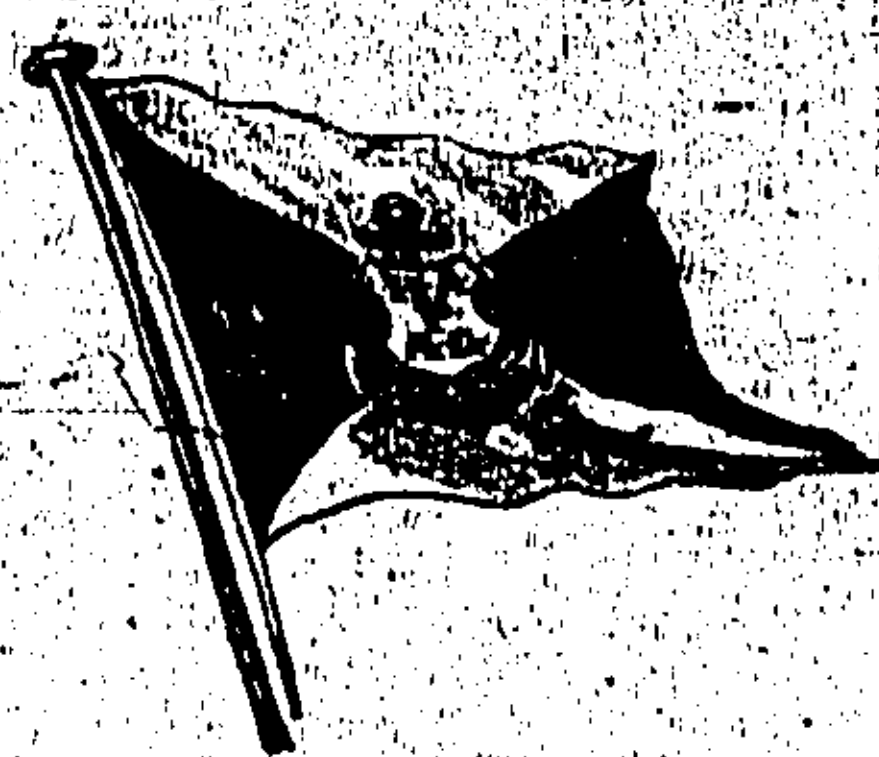
For Freight and further information, apply to

SHEWAN, TOMES & CO., General Agents.

Hongkong, 2nd December, 1907.

Shipping—Steamers.

HAMBURG-AMERIKA LINE.



107 Ocean Steamers

with 916,000

Br. Reg. Tons.

PASSENGER SERVICE.

RHENANIA, HAESBURG, HOHENSTAUFEN, SILESIA, SCANDIA.

HIGHEST COMFORT, ONLY LOWER BERTHS.

Laundry on board, Doctor, Stewardesses carried.

Ports of call: NAPLES, PLYMOUTH, HAVRE, HAMBURG.

NEXT SAILINGS FROM HONGKONG.

Outward.

SCANDIA 3rd Dec.

HAESBURG 21st Dec.

RHENANIA 21st Jan., 1908

HOHENSTAUFEN 22nd Feb., 1908

Hongkong, 28th November, 1907.

Homeward.

SILESIA 11th Dec.

SCANDIA 8th Jan., 1908

HAESBURG 29th Jan., 1908

RHENANIA 16th Feb., 1908

HOHENSTAUFEN 25th March, 1908

13

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAICHING."

Captain Hodgins, will be despatched for the above Ports, TO-MORROW, the 3rd proximo, at 11 o'clock A.M.

For Freight or Passage, apply to DOUGLAS LARCAK & Co., General Managers.

Hongkong, 29th November, 1907. [1038]

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA.

via MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing
Tremont	9,600	T. W. Garlick	10th Dec., 1907.
Suvariet	6,232	Shotton	4th Jan., 1908.
Kumariet	6,232	Cowley	28th Jan., 1908.
Shawmut	9,600	E. V. Roberts	21st Feb., 1908.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

* The twin-screw s.s. Shawmut and Tremont are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam-laundry. Cargo carried in cold storage.

† Cargo only.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

DODWELL & CO., LIMITED, General Agents.

Queen's Buildings, Hongkong, 16th November, 1907. [12]

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE BETWEEN

HONGKONG, CALLAO AND

AND

IQUIQUE via JAPAN PORTS

(KARATSU, KOBE AND YOKOHAMA).

With option to call at MEXICAN and other Coast ports.

Steamers Tons To sail

KATHERINE PARK 6,000 About Middle of Dec.

KASATO MARU 6,100 Sometime in March, 1908.

Taking Freight and Passengers to other Eastern and Western Coast ports of South America in connection with Steamers of the Pacific S. N. Co.

For further information as to Freight and Passage, apply to

K. MATSUDA, Manager, York Building, Hongkong, 13th November, 1907. [15]

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" Capt. E. W. WALKER.

"KWONG SAI" Capt. E. S. CROWE.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey \$4.

Meals \$1.25 each

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD., and SHIU ON S.S. CO., LD., No. 2, Queen's Road West, Hongkong, 1st July, 1907. [18]

WHAT CONSTITUTES A HOME?

There have been and there are to-day, in the various lands of the earth, many people who have no home; and nothing that you could call a home; even of the antique character. They live variously, and they raise their children promiscuously, but there can be no doubt that they are far happier than many who are comfortably housed in mansions which contain everything that money can buy. All of us know a number of fine houses where the massive walls enclose and try vainly to hide some of the most hideous tangles of life and hope. The farmer used to think that money could buy everything worth having. That was years ago, and he is heartily glad that the illusion has been dispelled. The best things of life are not on the market and never will be, and money has no power over them. It can buy neither happiness nor content, nor can it buy a home. A shelter may be necessary for a home, but not even so cheap a thing will make a home.

Some time ago the farmer was invited to dine with a friend, a young fellow whose father had been his chum and playmate in the remote past that is interesting to poets. The son is a fine fellow, full of good humor, energy and enterprise, and, in the terms of this world, properly follows him like a shadow; he can't escape it. He has a beautiful wife and three handsome children, and he has surrounded them with every luxury that money can buy or extravagance suggest. But the moment the farmer entered the door of his house he was conscious that something was lacking. A chilly feeling, starting at his spine, persisted until it spread all over him. The day was a warm one, but he never felt the need of a fire more in his life. He knew he was not taking the grippe, and he knew that the trouble couldn't be in the house or its furnishings, for these were both costly and beautiful, and the carpets were so soft and fine that, as Mr. Sanders would say, he felt as though he were stepping in a quagmire. The dinner was of the best, and the servants moved about as noiselessly as shadows; the children behaved beautifully, and everything was just as it should be, with the exception of one simple little thing that society in its rounds never takes time to note the absence of. The substance of a most beautiful home was there, but the spirit, the essence, was missing. It was some time before the farmer discovered what it was that had given him a dumb ague. It is a bad way to put it, but the house had no soul.

And so it is that fine houses and costly furnishings play no part whatever in the making of a home; they have nothing to do with it. There are more peculiar things about houses than the majority of people imagine. They seem—at least some of them—to have personalities of their own, characteristics, wholly apart from their situation, architecture or arrangement, that it is impossible to ignore. Some are frank and outspoken, if one may say so, while others are deeply and darkly mysterious; but all have one trait in common: they begin to decay and go to pieces the moment they discover that they have no occupants. They seem to resent neglect and the loneliness that ensues when they are unoccupied, and sometimes begin to show the unmistakable signs of inoccupation if they are tenantless for so much as a week.

What constitutes a home? Folk or furniture? A house, or those who inhabit it? This is a mystery that the wayward pen cannot solve with a flourish. A home is expansive, indeed, for it includes all who are born in its charmed circle, and many more besides; but it is a thing that grows that is subject to evolution? Make the answer to suit yourself; let it be whimsical or serious; but you may be sure that the spirit of home is not to be found in warehouses, nor in the auction shops, nor in the market places of the world. It is an ethereal essence, with a fluency which fills every corner from cellar to garret, and gives out its perfume even to the stranger that enters the door. And if you have even had a whiff of this subtle perfume, count yourself fortunate among the children of men! —Uncle Remus Magazine.

ABOUT LICORICE ROOT.

Licorice root grows wild in the fields of Asia Minor, and few attempts have been thus far toward its cultivation. Until fifty years ago it was practically unused, says *Far News*. The root grows on the Meander plains is the best in the world, being superior to that found in Syria, Mesopotamia, Caucasus, Siberia or China.

The exporters of the root lease licorice bearing lands for a period of from three to five years. Digging usually begins in October, and is done by peasants, who at the end of each day deliver the root to the various depots and receive payment according to the quantity they bring.

The root is piled up and exposed to the air until about May and June. It then weighs only half as much as originally, owing to the thorough drying process to which it has been subjected. The root is sorted to obtain the qualities known as "debris" and "bagette," both of which are highly valued.

Licorice root is shipped in bales weighing about 200 pounds each, pressed by hydraulic machinery and strapped with iron bands. The United States is the principal consumer of this class of licorice, which is shipped there in its natural state as raw material, being admitted free of duty.

It is converted into licorice paste for medicinal purposes, and is especially used for flavouring plug tobacco. Licorice root of its original state can also be found in any drug store in America. Annual exports to the United States amount to about 14,200 tons, valued at \$550,000.—*New York Sun*.

NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the *Hongkong Telegraph* and they are warned against paying more than Ten CENTS (10 cts.) per Single Copy.

THE MANAGER, *Hongkong Telegraph Co., Ltd.*

Hongkong, 2nd December, 1907.

WEATHER FORECASTS AND STORM WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station. Tain Shui Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here.

- Signal No.
1. A CONE point upwards indicates a Typhoon to the North of the Colony.
 2. A CONE point upwards and a DUM below indicates a Typhoon to the North-East of the Colony.
 3. A DUM indicates a Typhoon to the East of the Colony.
 4. A CONE point downwards and a DUM below indicates a Typhoon to the South-East of the Colony.
 5. A CONE point downwards indicates a Typhoon to the South of the Colony.
 6. A CONE point downwards and a BALL below indicates a Typhoon to the South-West of the Colony.
 7. A BALL indicates a Typhoon to the West of the Colony.
 8. A CONE point upwards and a BALL below indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signal. Indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. *Tamar*, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office.

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. *Tamar*.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being published by night.

These Night Signals will be substituted for the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour.

Cap Rock	Aberdeen
Waplan	San Ki Wan
Stanley	Sai Kung
Cape Collinson	Shi Tan Koi
Tai Po	Tai Po

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal, from the Light houses.

F. O. 1700, Dec 2, 1907.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIS & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT	LAST DIVIDEND.	APPROXIMATE MARKET AT PRESENT QUOTATIONS BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.							
Hongkong & Shanghai Banking Corporation Do. (new)	50,000 40,000	1125 1125	1125 1125	{ \$1,000,000 \$1,175,000 \$1,000,000	\$1,797,167 \$1,797,167	{ £1.15 for 1-year ending 30.6.07 @ ex 2/2 3/16 = \$10.04 \$2 (London 3/8 for 1907)	{ \$665 \$655 new issue (London 2/6 10/-)
MARINE INSURANCES.							
National Bank of China, Limited	4,025	£7	£6	{ £1,500,000 \$319,058 \$411,919 £1,125,000 Tls. 100,000 Tls. 46,942	none	\$20 for 1906	8 % \$250
Canton Insurance Co., Limited	1,000	250	\$50	{ £1,500,000 \$319,058 \$411,919 £1,125,000 Tls. 100,000 Tls. 46,942	Tls. 204.4	{ Final of 7/6 per share making in all 15/- for 1906 = Tls. 2.65	6 % Tls. 89 sales
North China Insurance Company, Limited	10,000	£15	£5	{ £1,500,000 \$319,058 \$411,919 £1,125,000 Tls. 100,000 Tls. 46,942	1,460,490	{ Final of 5/12 making \$24 for 1905 and interim of 2 1/2 for 1906	5 1/2 % \$760 aa. and b.
Union Insurance Society of Canton, Limited	2,400	1250	\$100	{ £1,500,000 \$319,058 \$411,919 £1,125,000 Tls. 100,000 Tls. 46,942	1,460,490	{ Final of 5/12 making \$24 for 1905 and interim of 2 1/2 for 1906	5 1/2 % \$760 aa. and b.
Yangtze Insurance Association, Limited	8,000	5100	\$60	{ £1,500,000 \$319,058 \$411,919 £1,125,000 Tls. 100,000 Tls. 46,942	1,460,490	{ Final of 5/12 making \$24 for 1905 and interim of 2 1/2 for 1906	5 1/2 % \$760 aa. and b.
FIRE INSURANCES.							
China Fire Insurance Company, Limited	70,000	\$100	\$20	{ £1,500,000 \$319,058 \$411,919 £1,125,000 Tls. 100,000 Tls. 46,942	1,460,490	{ Final of 5/12 making \$24 for 1905 and interim of 2 1/2 for 1906	5 1/2 % \$760 aa. and b.
Hongkong Fire Insurance Company, Limited	8,000	1250	\$50	{ £1,500,000 \$319,058 \$411,919 £1,125,000 Tls. 100,000 Tls. 46,942	1,460,490	{ Final of 5/12 making \$24 for 1905 and interim of 2 1/2 for 1906	5 1/2 % \$760 aa. and b.
SHIPPING.							
China and Manila Steamship Company, Limited	10,000	\$25	\$11	{ £1,500,000 \$319,058 \$411,919 £1,125,000 Tls. 100,000 Tls. 46,942	1,460,490	{ Final of 5/12 making \$24 for 1905 and interim of 2 1/2 for 1906	5 1/2 % \$760 aa. and b.
Douglas Steamship Company, Limited	10,000	\$50	\$50	{ £1,500,000 \$319,058 \$411,919 £1,125,000 Tls. 100,000 Tls. 46,942	1,460,490	{ Final of 5/12 making \$24 for 1905 and interim of 2 1/2 for 1906	5 1/2 % \$760 aa. and b.
Hongkong, Canton & Macao Steamboat Co., Ltd.	10,000	\$15	\$15	{ £1,500,000 \$319,058 \$411,919 £1,125,000 Tls. 100,000 Tls. 46,942	1,460,490	{ Final of 5/12 making \$24 for 1905 and interim of 2 1/2 for 1906	5 1/2 % \$760 aa. and b.
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£5	{ £1,500,000 \$319,058 \$411,919 £1,125,000 Tls. 100,000 Tls. 46,942	1,460,490	{ Final of 5/12 making \$24 for 1905 and interim of 2 1/2 for 1906	5 1/2 % \$760 aa. and b.
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	{ £1,500,000 \$319,058 \$411,919 £1,125,000 Tls. 100,000 Tls. 46,942	1,460,490	{ Final of 5/12 making \$24 for 1905 and interim of 2 1/2 for 1906	5 1/2 % \$760 aa. and b.
"Shell" Transport and Trading Company, Limited	10,000	£1	£1	{ £1,500,000 \$319,058 \$411,919 £1,125,000 Tls. 100,000 Tls. 46,942	1,460,490	{ Final of 5/12 making \$24 for 1905 and interim of 2 1/2 for 1906	5 1/2 % \$760 aa. and b.
"Star" Ferry Company, Limited	10,000	\$10	\$10	{ £1,500,000 \$319,058 \$411,919 £1,125,000 Tls. 100,000 Tls. 46,942	1,460,490	{ Final of 5/12 making \$24 for 1905 and interim of 2 1/2 for 1906	5 1/2 % \$760 aa. and b.
Taku Tug and Lighter Company, Limited	10,000	Tls. 50	Tls. 50	{ £1,500,000 \$319,058 \$411,919 £1,125,000 Tls. 100,000 Tls. 46,942	1,460,490	{ Final of 5/12 making \$24 for 1905 and interim of 2 1/2 for 1906	5 1/2 % \$760 aa. and b.
REFINERIES.							
China Sugar Refining Company, Limited	7,000	100	100	{ £1,500,000 \$319,058 \$411,919 £1,125,000 Tls. 100,000 Tls. 46,942	1,460,490	{ Final of 5/12 making \$24 for 1905 and interim of 2 1/2 for 1906	5 1/2 % \$760 aa. and b.
Luxon Sugar Refining Company, Limited	7,000	100	100	{ £1,500,000 \$319,058 \$411,919 £1,125,000 Tls. 100,000 Tls. 46,942	1,460,490	{ Final of 5/12 making \$24 for 1905 and interim of 2 1/2 for 1906	5 1/2 % \$760 aa. and b.
Perak Sugar Cultivation Company, Limited	7,000	100	100	{ £1,500,000 \$319,058 \$411,919 £1,125,000 Tls. 100,000 Tls. 46,942	1,460,490	{ Final of 5/12 making \$24 for 1905 and interim of 2 1/2 for 1906	5 1/2 % \$760 aa. and b.
MINING.							
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	{ £1,500,000 \$319,058 \$411,919 £1,125,000 Tls. 100,000 Tls. 46,942	1,460,490	{ Final of 5/12 making \$24 for 1905 and interim of 2 1/2 for 1906	5 1/2 % \$760 aa. and b.
Pauk Australian Gold Mining Company, Limited	10,000	£1	£1	{ £1,500,000 \$319,058 \$411,919 £1,125,000 Tls. 100,000 Tls. 46,942	1,460,490	{ Final of 5/12 making \$24 for 1905 and interim of 2 1/2 for 1906	5 1/2 % \$760 aa. and b.
DOCKS, WHARVES & GODOWNS.							
Feenick (Geo.) & Co., Limited	18,000	125	125	{ £1,500,000 \$319,058 \$411,919 £1,125,000 Tls. 100,000 Tls. 46,942	1,460,490	{ Final of 5/12 making \$24 for 1905 and interim of 2 1/2 for 1906	5 1/2 % \$760 aa. and b.
Hongkong & Kowloon Wharf and Godown Co., Ltd.	10,000	100	100	{ £1,500,000 \$319,058 \$411,919 £1,125,000 Tls. 100,000 Tls. 46,942	1,460,490	{ Final of 5/12 making \$24 for 1905 and interim of 2 1/2 for 1906	5 1/2 % \$760 aa. and b.
Hongkong and Whampoa Dock Company, Ltd.	10,000	100	100	{ £1,500,000 \$319,058 \$411,919 £1,125,000 Tls. 100,000 Tls. 46,942	1,460,490	{ Final of 5/12 making \$24 for 1905 and interim of 2 1/2 for 1906	5 1/2 % \$760 aa. and b.
Shanghai Dock and Engineering Co., Ltd.	5,700	100	100	{ £1,500,000 \$319,058 \$411,919 £1,125,000 Tls. 100,000 Tls. 46,942	1,460,490	{ Final of 5/12 making \$24 for 1905 and interim of 2 1/2 for 1906	5 1/2 % \$760 aa. and b.
Shanghai and Hongkew Wharf Company, Limited	5,000	100	100	{ £1,500,000 \$319,058 \$411,919 £1,125,000 Tls. 100,000 Tls. 46,942	1,460,490	{ Final of 5/12 making \$24 for 1905 and interim of 2 1/2 for 1906	5 1/2 % \$760 aa. and b.
LANDS, HOTELS & BUILDINGS.							
Anglo-French Land Investment Co., Ltd.	75,000	Tls. 100	Tls. 100	{ £1,500,000 \$319,058 \$411,919 £1,125,000 Tls. 100,000 Tls. 46,942	1,460,490	{ Final of 5/12 making \$24 for 1905 and interim of 2 1/2 for 1906	5 1/2 % \$760 aa. and b.
Astor House Hotel Company, Limited (Shanghai)	10,000	125	125	{ £1,500,000 \$319,058 \$411,919 £1,125,000 Tls. 100,000 Tls. 46,942	1,460,490	{ Final of 5/12 making \$24 for 1905 and interim of 2 1/2 for 1906	5 1/2 % \$760 aa. and b.
Central Stores, Limited	50,123	125	125	{ £1,500,000 \$319,058 \$411,919 £1,125,000 Tls. 100,000 Tls. 46,942	1,460,490	{ Final of 5/12 making \$24 for 1905 and interim of 2 1/2 for 1906	5 1/2 % \$760 aa. and b.
Hongkong Hotel Company, Limited	2,000	125	125	{ £1,500,000 \$319,058 \$411,919 £1,125,000 Tls. 100,000 Tls. 46,942	1,460,490	{ Final of 5/12 making \$24 for 1905 and interim of 2 1/2 for 1906	5 1/2 % \$760 aa. and b.
Hongkong Land Investment and Agency Co., Ltd.	10,000	125	125	{ £1,500,000 \$319,058 \$411,919 £1,125,000 Tls. 100,000 Tls. 46,942	1,460,490	{ Final of 5/12 making \$24 for 1905 and interim of 2 1/2 for 1906	5 1/2 % \$760 aa. and b.
Humphreys Estate & Finance Company, Limited	10,000	125	125	{ £1,500,000 \$319,058 \$411,919 £1,125,000 Tls. 100,000 Tls. 46,942	1,460,490	{ Final of 5/12 making \$24 for 1905 and interim of 2 1/2 for 1906	5 1/2 % \$760 aa. and b.
Kowloon Land and Building Company, Limited	10,000	125	125	{ £1,500,000 \$319,058 \$411,919 £1,125,000 Tls. 100,000 Tls. 46,942	1,460,490	{ Final of 5/12 making \$24 for 1905 and interim of 2 1/2 for 1906	5 1/2 % \$760 aa. and b.
Shanghai Land Investment Company, Limited	78,000	Tls. 10	Tls. 10	{ £1,500,000 \$319,058 \$411,919 £1,125,000 Tls. 100,000 Tls. 46,942	1,460,490	{ Final of 5/12 making \$24 for 1905 and interim of 2 1/2 for 1906	5 1/2 % \$760 aa. and b.
West Point Building Company, Limited	7,500	150	150	{ £1,500,000 \$319,058 \$411,919 £1,125,000 Tls. 100,000 Tls. 46,942	1,460,490	{ Final of 5/12 making \$24 for 1905 and interim of 2 1/2 for 1906	5 1/2 % \$760 aa. and b.
COTTON MILLS.							
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ £1,500,000 \$319,058 \$411,919 £1,125,000 Tls. 100,000 Tls. 46,942	1,460,490	{ Final of 5/12 making \$24 for 1905 and interim of 2 1/2 for 1906	5 1/2 % \$760 aa. and b.
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	15,000	150	150	{ £1,500,000 \$319,058 \$411,919 £1,125,000 Tls. 100,000 Tls. 46,942	1,460,490	{ Final of 5/12 making \$24 for 1905 and interim of 2 1/2 for 1906	5 1/2 % \$760 aa. and b.
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ £1,500,000 \$319,058 \$411,919 £1,125,000 Tls. 100,000 Tls. 46,942	1,460,490	{ Final of 5/12 making \$24 for 1905 and interim of 2 1/2 for 1906	5 1/2 % \$760 aa. and b.
Loon-kung-mow Cotton Spinning & Weaving Co., Ltd.	2,000	Tls. 100	Tls. 100	{ £1,500,000 \$319,058 \$411,919 £1,125,000 Tls. 100,000 Tls. 46,942	1,460,490	{ Final of 5/12 making \$24 for 1905 and interim of 2 1/2 for 1906	5 1/2 % \$760 aa. and b.
Soy Chee Cotton Spinning Company, Limited	1,000	Tls. 500	Tls. 500	{ £1,500,000 \$319,058 \$411,919 £1,125,000 Tls. 100,000 Tls. 46,942	1,460,490	{ Final of 5/12 making \$24 for 1905 and interim of 2 1/2 for 1906	5 1/2 % \$760 aa. and b.
MISCELLANEOUS.							
Bell's Asbestos Eastern Agency, Limited	1,604	125	125	{ £1,500,000 \$319,058 \$411,919 £1,125,000 Tls. 100,000 Tls. 46,942	1,460,490	{ Final of 5/12 making \$24 for 1905 and interim of 2 1/2 for 1906	5 1/2 % \$760 aa. and b.
Campbell, Moore & Co., Limited	1,200	125	125	{ £1,500,000 \$319,058 \$411,919 £1,125,000 Tls. 100,000 Tls. 46,942	1,460,490	{ Final of 5/12 making \$24 for 1905 and interim of 2 1/2 for 1906	5 1/2 % \$760 aa. and b.
China-Borneo Company, Limited	10,000	125	125	{ £1,500,000 \$319,058 \$411,919 £1,125,000 Tls. 100,000 Tls. 46,942	1,460,490	{ Final of 5/12 making \$24 for 1905 and interim of 2 1/2 for 1906	5 1/2 % \$760 aa. and b.
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	{ £1,500,000 \$319,058 \$411,919 £1,125,000 Tls. 100,000 Tls. 46,942	1,460,490	{ Final of 5/12 making \$24 for 1905 and interim of 2 1/2 for 1906	5 1/2 % \$760 aa. and b.
China Light and Power Company, Limited	10,000	125	125	{ £1,500,000 \$319,058 \$411,919 £1,125,000 Tls. 100,000 Tls. 46,942	1,460,490	{ Final of 5/12 making \$24 for 1905 and interim of 2 1/2 for 1906	5 1/2 % \$760 aa. and b.
China Provident Loan & Mortgage Company, Ltd.	100,000	125	125	{ £1,500,000 \$319,058 \$411,919 £1,125,000 Tls. 100,000 Tls. 46,942	1,460,490	{ Final of 5/12 making \$24 for 1905 and interim of 2 1/2 for 1906	5 1/2 % \$760 aa. and b.
Dairy Farm Company, Limited	25,000	125	125	{ £1,500,000 \$319,058 \$411,919 £1,125,000 Tls. 100,000 Tls. 46,942	1,460,490	{ Final of 5/12 making \$24 for 1905 and interim of 2 1/2 for 1906	5 1/2 % \$760 aa. and b.
Green Island Cement Company, Limited	400,000	125	125	{ £1,500,000 \$319,058 \$411,919 £1,125,000 Tls. 100,000 Tls. 46,942	1,460,490	{ Final of 5/12 making \$24 for 1905 and interim of 2 1/2 for 1906	5 1/2 % \$760 aa. and b.
Hall & Holtz, Limited	21,000	125	125	{ £1,500,000 \$319,058 \$411,919 £1,125,000 Tls. 100,000 Tls. 46,942	1,460,490	{ Final of 5/12 making \$24 for 1905 and interim of 2 1/2 for 1906	5 1/2 % \$760 aa. and b.
Hongkong Electric Company, Limited	60,000	125	125	{ £1,500,000 \$319,058 \$411,919 £1,125,000 Tls. 100,000 Tls. 46,942	1,460,490	{ Final of 5/12 making \$24 for 1905 and interim of 2 1/2 for 1906	5 1/2 % \$760 aa. and b.
Hongkong Ice Company, Limited	5,000	125	125	{ £1,500,000 \$319,058 \$411,919 £1,125,000 Tls. 100,000 Tls. 46,942	1,460,490	{ Final of 5/12 making \$24 for 1905 and interim of 2 1/2 for 1906	5 1/2 % \$760 aa. and b.
Hongkong Rope Manufacturing Company, Ltd.	50,000	125	125	{ £1,500,000 \$319,058 \$411,919 £1,125,000 Tls. 100,000 Tls. 46,942	1,460,490	{ Final of 5/12 making \$24 for 1905 and interim of 2 1/2 for 1906	5 1/2 % \$760 aa. and b.
Maatschappij tot Rijp- en Landbouw- exploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	{ £1,500,000 \$319,058 \$411,919 £1,125,000 Tls. 100,000 Tls. 46,942	1,460,490	{ Final of 5/12 making \$24 for 1905 and interim of 2 1/2 for 1906	5 1/2 % \$760 aa. and b.
Peak Tramways Company, Limited	25,000	125	125	{ £1,500,000 \$319,058 \$411,919 £1,125,000 Tls. 100,000 Tls. 46,942	1,460,490	{ Final of 5/12 making \$24 for 1905 and interim of 2 1/2 for 1906	5 1/2 % \$760 aa. and b.
Peak Tramways Company (new)	50,000	125	125	{ £1,500,000 \$319,058 \$411,919 £1,125,000 Tls. 100,000 Tls. 46,942	1,460,490	{ Final of 5/12 making \$24 for 1905 and interim of 2 1/2 for 1906	5 1/2 % \$760 aa. and b.
Philippine Company, Limited	67,500	125	125	{ £1,500,000 \$319,058 \$411,919 £1,125,000 Tls. 100,000 Tls. 46,942	1,460,490	{ Final of 5/12 making \$24 for 1905 and interim of 2 1/2 for 1906	5 1/2 % \$7